

# THE Hongkong Weekly Press

AND

## China Overland Trade Report.

VOL. LXVIII.]

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### BIRTHS.

On July 18th, at Yokohama, Mrs. DUNDAS OF DUNDAS, wife of British Naval Attaché, of a son.  
On July 18th, at Shanghai, to Mr. and Mrs. P. BORKOWSKY, a son.  
On July 19th, at Singapore, the wife of C. W. EDWARDS, of a daughter.

### MARRIAGES.

On June 23rd, at Battersea, the Rev. BRAUDON E. SHEWELL, vicar of St. Saviour's, Battersea Park, to CATHERINE DOROTHY, daughter of Mr. and Mrs. CHARLES VINCENT LLOYD, of Hongkong.  
On July 18th, at Yokohama, IRVING BRIGGS DEXTER, of Iloilo, Philippine Islands, to MARY MUNSON, of Trondhjem, Norway.

### DEATHS.

On July 21st, at Shanghai, KATHLEEN ELIZABETH, daughter of F. W. STEWART, aged 11 months.  
On July 23rd, at Shanghai, the infant daughter of R. W. THOMAS, aged 13 days.

## Hongkong Weekly Press.

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### ARRIVAL OF MAILS.

The German Mail of the 30th June arrived per s.s. P. E. Luitpold on the 27th July.

### FAR EASTERN NEWS.

Great preparations are being made in Manila to welcome the American Fleet.  
The Chilean training ship *General Baquedano* has reached Manila.

The U. S. Navy department has directed the battleships "Maine" and "Alabama" to remain in Manila bay until further order.

Regulations to apply to foreign warships visiting Chinese ports have been drafted and will shortly be submitted to the Throne for approval.

A wire has been received from H.E. Wu Ting Fang stating that the approximate date of the arrival of the U. S. Fleet in Chinese waters will be the 14th September.

Mr. Walter Carter has arrived at Shanghai via Siberia to take charge of the Shanghai office of Messrs. Arnhold, Karberg & Co., in succession to the late Mr. R. Lemke.

Information has been received at the Colonial Secretary's Office from Singapore that quarantine against arrivals from Hongkong on account of small pox has been removed.

A Tokyo telegram to the *N.-C. Daily News* states that the Korean editor of the "Korean Daily News" has been apprehended on suspicion of having misappropriated funds raised for the redemption of Korea's indebtedness to Japan.

General Sano, President of the Toyo Kisen Kaisha, who is staying in New York, has arranged for a loan of \$1,000,000 (gold) from Mr. J. H. Schiff of the firm of Kuhn, Loeb & Co. at six per cent. No special security is given.

A gang of Chinese made a daring attempt to rob the Chinese Imperial Post Office Shanghai at about 1 a.m. Tuesday morning last, but owing to the prompt action of Mr. Theodor Konig they were interrupted and did not succeed in securing any plunder.

A Japanese paper says that 14 out of the 380 members of the House of Representatives are Christians. These fourteen Christians, the paper adds, do not all exhibit the same degree of zeal and earnestness in religious matters; and some are what the Japanese call "graduates"; but they more or less represent Christian ideals, and most of them are very active in Christian life.

A correspondent writing to a Hankow paper from Changsha recounts an exciting episode. He says that the Commissioner of Customs was out walking with his favourite sporting dog, when the animal suddenly "pointed," and up rose a leopard which fortunately did not appear ferocious, and made off. A battue was organised by the residents, but their quarry had disappeared.

A Bank has been opened by the Board of Communications with a capital of Tls. 5,000,000 having 50,000 shares @ Tls. 100 each, of which 2,000,000 were subscribed by the Board and 3,000,000 by the Public. As the floating of the capital has met with so enthusiastic a response from the Public and the sum of Tls. 10,000,000 has been fully subscribed, it is proposed to increase the capital to this amount, the Board taking 4,000,000 and the public subscribing 6,000,000.—*Chinese Public Opinion*

The Anti-Opium campaign, says a Peking paper, is making good progress. All officials high and low, in the Grand Council Yamen have been examined and any doubtful cases, unless guaranteed by four responsible persons, have been arrested and sent to the Anti Opium Bureau. Should any of the guaranteed cases prove to be addicted to the habit, both they and their guarantors will suffer the same punishment, as laid down in the regulations. Up to the present more than a hundred members have been arrested and sent to the Anti-Opium Bureau.

Orders for the vessels of China's new navy will, says *Chinese Public Opinion*, be given by the Government to British builders. There are several reasons for this selection. The officials in charge are mostly Greenwich students and the reputation of the British navy is superior to that of any other navy in the world.

Three doctors, Chan Lien Fong, Lu Yung Pien and Chan Pin Kwan are in attendance upon His Imperial Majesty Kwan Hsu who is ill. He is suffering from noises in the ears, pains in the back and a great inclination to sleep. A daily bulletin is sent by the Chamberlain to the various boards and to the Viceroy and Governors of Provinces, together with a copy of the remedies prescribed.

An Imperial Decree telegraphed to the *N.-C. Daily News* by its Peking correspondent states:—In response to a memorial from the Waiwupu asking that a special envoy be sent to the United States to thank the President and Congress for the return of a portion of the American Boxer Indemnity, a Decree states that ever since a treaty was made between China and the United States the two countries have been most friendly with each other and the return of a portion of the late Indemnity is another mark of the friendship of America. It is, therefore, only right that a special envoy should be sent to the United States to carry the Imperial thanks to the Government of that country. Tang Shao-yi, Governor of Lower Manchuria (Fengtien) is given the additional brevet rank of a President of the Peking Ministries and appointed Special Envoy to the United States to carry the grateful thanks of their Imperial Majesties at this further token of United States friendship towards China.

### HALF YEARLY DIVIDENDS.

The Taku Tug and Lighter Company will pay on or about August 1, an interim dividend of Tls. 1 per share.

The Directors of the Hongkong and Kowloon Wharf and Godown Company at their meeting on July 29th decided not to declare an interim dividend.

The Shanghai Waterworks Company, Limited, announce an interim Dividend of 15s. per share for the half year ending 30th June, 1908, exchange 2s. 5d., on Wednesday, the 29th current.

We are officially informed that, subject to Audit, the Directors of the Hongkong and Whampoa Dock Co., Ltd. will recommend at the forthcoming meeting a dividend of 8 per cent—\$4. per share; pass \$50,000 to special account, write \$70,000 off Kowloon and Cosmopolitan Docks and carry forward about \$382,000.

The Directors of the Hongkong, Canton and Macao Steamboat Company will recommend at the meeting to be held on the 11th proximo the payment of a dividend of \$1.25 per share; \$16,000 be written off the book value of steamers; \$3,000 be written off wharves and properties; \$12,500 be transferred to Depreciation and Insurance Fund; \$10,000 be transferred to Special Repairs Fund, leaving a balance of \$17,755.84 to be carried forward to new account.

## A PLAGUE THEORY.

(Daily Press, July 24th.)

Our recent observations on the plague epidemics have prompted a correspondent in a neighbouring port to send an extract from the well-known paper *Das Echo* with the remark that he has never seen the theory advanced in the extract discussed in connection with the epidemics in Hongkong and the neighbouring country. The extract which has been reproduced by our German contemporary from the *Lancet*, the leading organ of the British medical faculty, mentions that an Indian chemist, Mr. BOUCHER, has found out that the so-called rice-worm is the cause of plague. It infects rice, which is eaten by rats, and from the fleas of the rat the disease is communicated to man. But the extract states the most important fact to be that rice flour, used generally in India for cheap Indian pastry, is the direct cause of infection in men. Pastries of this kind analysed by the chemist have been found to contain an enormous quantity of bacilli, and plague is found prevalent among people accustomed to eat pastry made of this infected rice flour. If this theory is correct, our correspondent remarks that it not only explains how rats get the plague, but suggests that the cause of the decline in plague in the latter half of the year in Hongkong is due to the new rice being brought into the market. Presumably the grain worm, which is the larvæ of the grain moth, is in the rice as it comes from the field, but its power for mischief increases with age. It still remains to be explained why the grain worm should convey the plague bacillus to rice in one city and not in others close by. That is a question which we must leave with the experts. The discovery of the plague bacillus in food is not new. Dr. HUNTER, the Government bacteriologist, soon after he came to the Colony set about an inquiry as to the possibility of the infection in plague being communicated to man by way of the food. He examined thirty-two samples and reported that rice was the only food which he found infected. "Further investigation would probably have led to other positive results, but the extension of the inquiry was impossible at the time." The medical theory then was that the plague bacillus entered the body by way of the alimentary tract. Dr. CLARK, the Medical Officer of Health, showed himself in one of his reports to be sceptical on the subject. He pointed out that the rice eaten by the Chinese was always well cooked and that in fact their use of chop-sticks, instead of knives and forks, made it necessary for all their food to be completely cooked. We do not know whether this remark would apply to the rice-flour pastry. It is against this kind of food that the chemist in India inveighs, but rice-flour cakes are not such a prominent item in the diet of the Chinese as of the people in some parts of India. To what extent rice is infected has apparently not been investigated on any large scale: the discovery that plague, like malaria, is spread by an insect has rendered such an investigation of no pressing importance. It adds to the public knowledge on the subject to know that the rice-worm infects the rice, but it remains for some patient investigator to establish how and by what means the rice-worm gets the infection (in some cities and not in others) and then we shall need to know how to get rid of the rice-worm! Meanwhile the extermination of the rats that eat the rice that the worm infects will continue to be the most practical measure for the prevention of plague.

## PROVIDING FOR WIDOWS AND ORPHANS.

(Daily Press, July 25th.)

It does not appear from the discussion which took place at Thursday's meeting of the Legislative Council that the Civil Servants of the Colony ever had any very solid grounds for objecting to the transfer to the Government of the Widows' and Orphans' Fund and of the management and control of the pensions of widows and orphans. The fact that twelve months ago "the great majority of the contributors and all the directors, except the Chairman, were opposed to the transfer of the Fund," whereas now the objectors do not number more than 6 per cent. of the 610 subscribers clearly shows that the discussion of the scheme which has taken place among the contributors during the past twelve months has resulted in a better comprehension and appreciation of the advantages which the new scheme possesses over the present arrangements. The lucid explanations given by the COLONIAL SECRETARY in the course of the discussion at the Council meeting on Thursday should go far towards converting the small minority who still object. From one point of view the general public are not greatly concerned in the question; it is *prima facie* a question between the Civil Servants and their employer, the Imperial Government. We gather that it is the desire of the Imperial Government to secure uniformity in the matter of these Pensions in the various Crown Colonies, since Civil Servants may be transferred from one Colony to another. This appears to be a very sound reason for the change. The advantage of having a uniform scale of contributions as well as a uniform scale of pensions in the various colonies to which members of the Service may possibly be transferred is obvious. Unless there is this uniformity it is conceivable that transfer to another Colony may in this connexion give cause for dissatisfaction and entail hardship on the contributor's family in the event of his death. As the Imperial Government makes it a condition precedent to joining the service that the officer shall contribute a fixed percentage of his salary to the fund, it should be incumbent on the Government to assure the solvency of the Fund as well as the permanency of the rate of contribution. Both these things are done under the new scheme, and furthermore the COLONIAL SECRETARY states that it assures the payment of pensions under more favourable tables. What more can the contributors in reason desire? Their attitude seems to be one of suspicion; their standpoint, as stated by the Hon. Mr. MURRAY STEWART, is that "until a new valuation is made it is unfair to ask them to relinquish their rights?" On the other hand we have the COLONIAL SECRETARY saying "it is provided that officers already in the service shall not get less" under the new arrangement than under the old. Surely the Government guarantee in that respect should be good enough? If there is any complaint to be made in the matter at all, the privilege of complaining belongs to that long-suffering personage, the taxpayer—and he usually takes full advantage of his opportunities in that respect. As the responsibility is cast upon the taxpayer of assuring the solvency of the fund, it is the taxpayer who seems to be most concerned in the results of the up-to-date valuation for which the Hon. Mr. MURRAY STEWART pleaded on behalf of the protesting minority of Civil Servants. Mr. STEWART was on good ground when he said the Hongkong Public might be

pardoned for desiring to know a little more definitively than they do at present the nature of the liability to which this Ordinance commits them. Happily, there is no question as to the present solvency of the Fund and the community has the word of the COLONIAL SECRETARY for it that there is no prospect of insolvency. However, it cannot be ignored that a Fund on such a comparatively narrow basis as this might not always be able to maintain the equilibrium between assets and liabilities, and some risk to the taxpayer is therefore involved. But the Civil Servant under the new arrangement is relieved of any uneasiness on that score. The risk is transferred to the broad shoulders of the taxpayer, and we think we may safely say that the community are much more prepared to accept whatever risk there may be in this respect than to countenance any act of injustice on the part of the Government towards the contributors or beneficiaries of the Pension Fund.

## FRANCE AND CHINA.

(Daily Press, July 27th.)

The correspondence which the *Times* has published from its Peking correspondent, Dr. MORRISON, with regard to the French demands for reparation for the violation of the Tongking frontier appears to have given no little offence in France, and the *Temps* particularly has more than once deprecated the line Dr. MORRISON has taken in the matter. We do not know the nature of the dispatch which excited the wrath of the *Temps* just a fortnight ago, but the earlier dispatches which evoked criticism are contained in copies of the *Times* already to hand by mail. We can find in them, however, nothing more than a moderate presentation of the views which are taken of the demands in Chinese Government circles in Peking. Dr. MORRISON telegraphed that the Chinese deeply regretted the incidents on the Tongking frontier and desired to make full reparation, but they condemned three of the demands as unjust and unreasonable, and he mentioned the demand for a railway concession as being considered to be a return to the policy of former days, "long since abandoned by all Legations." Since that dispatch was telegraphed from Peking the comments which have appeared in the Chinese papers have shown that Dr. MORRISON had accurately gauged the feeling among the Chinese in the capital. *Chinese Public Opinion*, a small newspaper printed in English, which has recently been started in Peking to represent the point of view of the Chinese on questions of international interest, published a very strongly worded article on the subject about a fortnight ago, bearing the caption "Racism of the Gunboat Policy," in which it referred to the French demands as bluster and browbeating, and said that, had the Chinese Government with *malice prepense* attacked and slain half the Tonkinese army, France would scarcely have been justified in demanding more than she has done. As is well known, the French authorities allege that the troops concerned in the incidents for which reparation is demanded were regular Chinese troops, but on the part of the Chinese this is denied and the French authorities have been challenged to produce the proof. If the statements which were published in the Tongking papers at the time are reliable there should be very little difficulty in furnishing this proof, but we gather from the Chinese papers that France has not been prompt to do so. However, it is interesting to note that the Chinese contention is that

the offenders were rebels, and the French Colonial Authorities are accused of displaying "a conspicuous lack of friendliness in permitting the organisation by the revolutionary party in French territory of raiding bodies of Chinese who from French territory seized on December 4th last Nam-Kuan, and in April, the frontier village of Laokay and in according these rebels against a friendly neighbour rights as belligerents." This will, of course, be contested. At the present time the French Authorities have under arrest some hundreds of "reformers" whom they have captured near the frontier and deprived of their arms and ammunition. The ingenious argument has been employed by the Peking paper already alluded to that even if the affrays on the frontier were due to an error of judgment on the part of the Chinese regular forces, "the French have only themselves to blame for what can only be looked upon as foolhardy recklessness in sending into a disturbed district a small body of troops to reconnoitre, or in other words, on a quest of inquisitiveness, to ascertain how the rebels were getting on against the Imperial Troops. Their action, the paper went on to say, rendered them very liable to be mistaken for allies of the rebels or even for a body of these men disguised, "and they certainly neglected the obviously necessary duty of advising the Chinese authorities of their intention of being in the neighbourhood." There is quite possibly a good deal of truth in the statement that rebels did go over in great numbers from Tongking, and it is not unlikely that arms and ammunition reached them from French territory. That many rebels fled thither when the Imperial troops proved victorious there is no denying, as the French authorities have arrested large numbers of them. It is understood that France has consented to China's demand for an inquiry into the matter, with a view to ascertaining the truth of the statements contained in the French case for reparation. As the Chinese Government has declared its readiness to make full reparation where they are proved at fault, some satisfactory basis of settlement will doubtless in due course be reached.

Meanwhile it is worth noticing that the claim for a concession to France to build a railway from Taiyuenfu, the capital of Shansi province, to Singan-fu, the capital of Shensi province, which the Chinese Government has published as forming one of the French demands in connection with the frontier troubles, is denied by the *Temps* as having any connection with these episodes. This demand, the *Temps* states, belongs to a group of railway affairs which are the object of *pourparlers* between Germany, Belgium, and France with the Chinese Government. The evident object of this extension is to give convenient access to the rich province of Szechuen, and the outcome of these *pourparlers* will therefore be awaited with considerable interest. One result of the demands formulated by France will doubtless be the more effective policing of the Tongking frontier on both sides, for the blame for the trouble cannot be laid entirely on the shoulders of China.

The Chief Justice (Sir Francis Piggott) has lost several articles of jewellery from his residence at The Eyrie, The Peak, and the circumstances suggest theft, probably by one or other of the servants. His Lordship reports to the police that between the 27th and 28th inst. there has been taken from a leather pocket book along with several other articles, a gold scarf pin set with four pearls, and a gold safety pin.

## A CONSTITUTION FOR TURKEY.

(Daily Press, July 28th.)

Turkey has been granted a constitution! What simple language, how few words, to tell such a thrilling story in the history of a nation! To those who can appreciate its significance the message which flashed across the wires on Sunday, and which appeared in its simple form in our issue of yesterday is one of great import. It means that Turkey, whose decline has been very rapid during the past century, has made an effort to arrest that decay and to walk with other nations in the paths of progress. The news comes indeed as a surprise. We knew of the existence of the Young Turkey Party which stood for reform and which has been more or less active according to opportunity. We knew also of the disaffection which prevailed in Macedonia, and Albania, we knew, was seething with unrest against Turkish oppression. But we were hardly prepared for the rapidity with which events have marched during the last few days, and the successful *coup* which has achieved the proclamation of a constitution for the Ottoman Empire. Reading recent telegrams together, the reported attempt to dethrone the Sultan, the activity of the Young Turkey Party and their support of the rebels, capped by the revolt of the troops sent to quell the insurrection, we see what a stormy time the Sultan has passed through and the natural deduction is that Abdul Hamid, realising the forces arrayed against him, bowed to the inevitable and consented to the popular demand for a constitution. So far as we can gather this means the displacement of the Porte, which was little more than an aristocratic oligarchy, by a Parliament, and a system of representative government instituted in place of autocratic rule. It also spells freedom for the people and freedom for the Press, results pregnant with hope for the advance of a country which has become the most backward in Europe.

It is well to remember that this is not the first time a constitution has been granted. In November 1876 a decree was issued by the present Sultan, ABDUL HAMED II, shortly after he came to the throne calling a constitution into being, but the political disturbances which followed induced him to withdraw it. Prior to that several forms of constitution had been drawn up by successive Governments, but those projects of reform seemed impossible in the existing condition of the Ottoman Empire, and the state of the country went from bad to worse. Some of us remember the storm of indignation which coursed through Europe at the period of the Bulgarian atrocities, and other evidences of misrule since have not been lacking. Indeed the horrors committed have earned for the Ottoman the name of the "unspeakable Turk," and not many years ago when the Armenian atrocities were driving Christians in Great Britain into a frenzy, the Sultan was denounced in unmeasured terms from many pulpits. Still "the sick man of Europe" lives, largely due, of course, to the non-interference of the European Concert and to the jealousy of the various Powers, and it would appear as if he had now entered on a new lease of life.

The present reforms in Turkey are associated with the name of MIDHAT PASHA the head of the Young Turkey Party. It was he who inspired the constitution of 1876, and now after thirty years he sees it established or about to be established again. He and his followers are very much emancipated from Mohammedan prejudices, both religious and legal, and there can be little

doubt but that the constitution should be a fairly liberal one, though, according to a writer on Turkish happenings in 1876, the reformers were inclined to concentrate all power in Constantinople, the effect of which would be to make the Government more bureaucratic than ever. It was argued at that time that the effect of the policy of centralisation would involve the destruction of the system of local government which was appreciated throughout the Empire and that the proposals of the Reformers were not likely to give the results hoped for them. However, much has happened since then, and both parties are likely to profit from their experience. But the situation is not without difficulty. The many and heterogeneous elements in the Empire have not been reduced to one ethnical body, and the racial feuds which distract the country, especially in Asia Minor, may continue under the new régime. Then there is always the possibility that the Sultan having had the concession extorted from him may withdraw it when he feels strong enough to do so, and the last state of Turkey would be worse than the first. Yet it may reasonably be inferred that the increased strength of the Reform Party will prevent that contingency arising a second time.

As we pointed out in a leading article a few weeks ago referring to the failure of the Persian constitution, "two accompaniments are absolutely necessary for the success of Parliamentary rule: it needs the intelligent understanding of both sovereign and people." Is the new constitution for Turkey framed under such conditions? Will the Sultan loyally abide by his own decree and are the people prepared for such changes? The national spirit, we know, has been fostered by the Young Turkey Party. The young Turks of the present day eagerly pursue every kind of study that points to political and liberal ideas, and the stream of Western knowledge, though hampered by Asiatic despotism, has poured into the country. That surely bespeaks a readiness for a constitutional régime which cannot be denied. The Turks, because of the schisms amongst them, have not been able to resist the tyranny of their masters but they have, nevertheless, come under the influence of other countries and are sensible of the liberal tendencies of the times. They are undoubtedly able to appreciate Parliamentary rule, and if the Sultan, who doubtless insists on his position as a theocratic autocrat, would follow the example not of the Tsar of Russia in his attitude to the Duma but of the enlightened Emperor of Japan he would help to restore his country to the influence and the power which it formerly enjoyed and still remain the Padishah of all true Moslems.

## THE TYPHOON.

(Daily Press, 29th July.)

Though yesterday's typhoon will probably appear in meteorological records as considerably worse than the one which makes the 18th September 1906, for ever memorable in the annals of the Colony, it fortunately has not wrought a tenth of the destruction that its predecessor did in about one fourth of the time. The velocity of the storm was greater and its duration longer. That it did not inflict on the Colony anything like as much damage as its predecessor is due solely to the fact that the Observatory on this occasion gave the community timely warning of its approach and so enabled adequate precautions to be taken. What loss of life the typhoon has caused it is early yet to estimate, but it is believed to be

not less than 1,000. The foundering of the river steamer *Ying King* which is reported to have had upwards of 300 Chinese passengers on board represents the biggest and the saddest feature in the story. Only a dozen out of that large total apparently have survived to tell the tale of the disaster. Within the harbour, though the destruction of small craft is relatively small compared with the list in 1906, it is desirable that official inquiry should be made as to whether any part of this loss was due to inadequate shelter accommodation. It cannot be said on this occasion that the warning given by the Observatory did not allow time enough for craft at one end of the harbour to run to the other end for shelter. After the bombs were fired, giving the final warning, boats were noticed coming from the direction of Causeway Bay and making for Yau-mat. In view of the opinions expressed with regard to the Causeway Bay shelter in the recent letter of the Shipping Firms to the Government, no doubt the proper inquiries will be made as to what extent the boat shelter at Causeway Bay answered the need of the occasion. It is inferred that many boats were unable to find shelter at Causeway Bay, but it may be that these boats disregarded the warning until it was too late, and it is not unlikely they found it impossible then to reach the shelter in the teeth of so fierce a gale. On the whole the Colony may be considered to have escaped with less damage than might have been expected considering the strength of the typhoon, and it is a pleasure to be able to congratulate the Observatory on the notices it was able to give of the rapid approach of the storm.

### "THE COMING STRUGGLE."

(Daily Press, 30th July.)

Military developments in Japan during the next few years will be watched with attention in Europe and America. Vague prophecies of a coming conflict with the United States may safely be disregarded, but the signs in Russia which point to a war of revenge cannot be so lightly ignored. The decision to construct the Amur Railway, a line 1,530 miles in length, in the short space of four years, at a time when Russia's financial position is anything but satisfactory, is rightly described as a politico-strategic move of the highest international importance. Count WITTE, who has proved himself one of the most far-seeing of Russia's statesmen has condemned this vast project as being fraught with untold disaster. In vain has the Government endeavoured to show that its main object is economic and cultural. Experience has proved that colonisation of the Amur country by Russians is an impracticable ideal. "Agriculture, the staple occupation of the Russian settler," says a recent writer on the subject, "bristles with deterrents in the Far East. Hence the Cossacks live, not by tilling the soil, but by hunting, fishing, hewing and carting wood to landing places on the rivers. Wherever the soil is cultivated and trade kept up, it is exclusively by Chinese and Japanese with whom Russians cannot hope to compete." Therefore it is declared that the infiltration of the country by the two Mongol races is, so to say, written in the Book of Fate as an unavoidable necessity. There are doubtless among the advocates of the scheme many who sincerely anticipate great agricultural developments by the Russian farmer class, but if that were only or even the main reason for this vast undertaking there would be no necessity for such panic-born haste. According to the Russian

Minister of Railways the justification lies in "the exceptionally serious importance of this railway." "Congruously with the representations made by the War Department, the line must be able, without having recourse to sidings between the principal halting places, to run nine pairs of trains daily for permanent needs, but as soon as the sidings and branch lines are opened twenty pairs of trains must ply, among them one pair for 'passenger traffic,' and nineteen military trains." The Reporter of the Committee of National Defences, who having heard the secret explanations of the War Minister, and the Minister of Foreign Affairs, possessed data inaccessible to outsiders, significantly declared:—"We came to the unanimous decision that this line must be built at once, without delay, and that we must complete it by or in 1912. We must also lay down the second track within the same time. . . . For we note that the strategic and political situation in the Far East has changed somewhat after the war—that our neighbours are sparing neither efforts nor means to increase their armed strength. Against whom those forces are aimed we do not of course know. But, at all events, we perceive that China is arming. . . . Japan is arming, and, as we gather, the programme of Japan's military preparations will have been carried out precisely in 1912." In 1912, therefore, the tug of war is expected—only seven years after the Portsmouth Treaty!

But Japan's military expansion scheme is not likely to be completed by 1912. It seems that before the SAIONJI Government, resigned a programme of retrenchment was decided upon owing to the unfavourable conditions of the money market both at home and abroad. The Army estimates for the coming year were reduced by 15,000,000 yen, the Navy Estimates by 10,000,000 yen, and those of other Government departments, by 13,000,000 yen. Possibly Japan perceives that there is no need for haste. "For the defence of the provinces, the Amur Railway alone," General KUROPATKIN recently declared, "is inadequate. Not one route, but three, are indispensable: the Amur Railway, the East Chinese Railway, and the River Amur. And these three routes must be connected by the Trans-Siberian line, to which a second track must be made." Count WITTE has affirmed that the cost of the Amur Railway and its indispensable accessories will amount to one thousand five hundred million roubles. The official estimate is four hundred million roubles. The Russian War Minister has a scheme of army reorganisation which is estimated to cost one thousand million roubles, and various other costly projects are under consideration. Where is the money to come from? The Russian Premier does not seem to have any uneasy thoughts in that connection. The decision to construct the line would, he feels certain, immediately "open the sluice-gates of wealth and a golden flood would be let in from abroad." *vous verrons*. Many thoughtful Russians and unbiased critics in other countries regard the decision as spelling bankruptcy, war and ruin. We may be permitted to doubt whether the present generation of men will witness the completion of the project.

Mr. Alexander Melville, late chief engineer of the s.s. "Powhattan," died at the Government Civil Hospital on July 26th. Deceased had been in hospital only three days, and his sudden death will come as a surprise to his many friends in the East, also to his people in Dundee, his native place, where he was expected to arrive shortly.

### HONGKONG AND OPIUM.

(Daily Press, 31st July.)

It does not seem from the REUTER'S telegram published in our yesterday's issue that the Home Government has abandoned its decision to close the so-called opium "dens" in Hongkong before the Opium Farmer's present contract expires. According to a statement made in the House of Commons by the Under Secretary of State for the Colonies, the EARL OF CREWE, has under his consideration the whole question of the opium traffic in Hongkong, including that of compensation, if any, to those interested. It is an obvious inference that when it decided early in May that "steps must be taken to close the opium dens in Hongkong," the Home Government had not troubled itself to inquire how the decision would affect the Colony. There can be no valid excuse for the failure to make this inquiry, for the archives of the Colonial Office doubtless contain complete information on the subject, and among the permanent officials of the Colonial Office there must be some one who possesses the necessary local knowledge. If not there are many old residents of the Colony now in London who might have been consulted with advantage on this, as we believe they occasionally are on other questions affecting the policy of the Government in the Far East. But evidently the Government had not the slightest desire to consider the Colony in the matter. They simply "recognised that it is essential in dealing with the Opium question in Hongkong that we [i.e. the Imperial Government] must act up to the standard set by the Chinese Government."

The Government would seem to have taken their instructions—or received their impressions in the matter solely from "The Christian Union for the severance of the connection of the British Empire with the Opium Traffic," or some similar organisation. The body we have named tell the world in their publications with all the persuasive force which red ink can give to the words that "what the Opium Policy of Great Britain has done to cause the physical and moral ruin of the Chinese and other peoples of the Far East is inconceivable." In the April issue of their publication named "National Righteousness," there appeared a table of figures showing "the rapid increase in recent years in the revenue derived from the local consumption of opium in Hongkong." The figures—which were stated to have been taken from the official annual Blue Books of the Colony, and we do not doubt that they were,—are as follows:—

YEAR.	DOLLARS.
1857	14,776
1897	286,000
1898	357,666
1899	372,000
1900	372,000
1901	687,000
1902	752,000
1903	751,000
1904	1,945,000
1905	2,040,000
1906	2,040,000

It is doubtless intended to establish by this table the belief that opium smoking in the last ten years has enormously increased in Hongkong, but not the most rabid objector to opium smoking will venture to affirm that. We have not at hand any record of the import of opium in 1857, but the Harbour Master, in his capacity as Superintendent of the Imports and Exports Offices, included in his last report a table showing the opium imported into the Colony in

the last twenty years. Reference to this table will show that in that period there has been a decline of something like 40% in the annual import of opium into Hongkong. In 1888 the import was 71,513 chests; last year it was 40,842½ chests. To be as fair in the matter as they profess to be the Anti-Opium advocates who represent Hongkong as one of the blackest opium spots in East should give these statistics as well as the amount of revenue derived by the Colonial Government from the Opium Farm. Though in 1897 the Colony received only \$286,000 from the Opium Farm the import of opium into the Colony that year was 37,708 chests, while in 1906 when the revenue was nearly ten times as much, the import was not more than 47,566 chests—and that was an exceptionally large figure which had not been exceeded since 1892. Last year the import was only 40,842½. The increase in the revenue is largely a question of competition for the monopoly, and it is simply mischievous and dishonest in the light of the import returns to suggest that the increase shown in Colonial revenue from opium represents an enormous increase in the consumption of the drug. In this increase in revenue *pari passu* with a decline in the import the Anti-Opium advocates might indeed find cause for congratulation, for the bigger the price paid for the monopoly the higher must be the charge to the consumer; and the high price of the drug is likely to do more than anything else to wean the opium smoker of the practice. No one can seriously believe that the sudden suppression of the opium dens will prevent people smoking opium and, though we can sympathise with the Government's desire not to seem by inaction to withhold from China any support which, as a friendly power, Great Britain can afford her in this matter, we do not recognise in the situation any demand for the extreme urgency with which the matter is being pressed by the Imperial Government on the Crown Colonies. Surely the desire "to act up to the standard set by the Chinese Government" would be sufficiently expressed in an intimation that after the expiration of the present lease of the farm (which has not long to run), public houses for the smoking of opium will no longer be permitted. The state of progress of the movement in China does not seem to require that the Colony should at once sacrifice a large part of its revenue and at the same time provide a big sum by way of compensation to the Opium Farmer.

### THE BOYCOTT WEAPON.

(Daily Press, August 1st.)

One aspect of the boycott instituted by Chinese against Japanese products is perhaps overlooked or at any rate its importance is not realised. Hitherto nations have been content to settle their disputes in "the good old-fashioned way," by an appeal to arms, but China, the weak but peaceful, has discovered a new weapon. It is difficult to trace the origin of the interdiction expressed by the modern term "Boycott." It may have had its beginning in China, or it may have been introduced in some other part of the world. Primitive man must have known its value under a different name when members of the community had to be ostracised or another social aggregation had to be ignored. There can be no doubt indeed that the principle is very old, but it was not until Captain Boycott was the victim of Irish organisation that the strength of the movement was recognised. China, the cumbrous

and unwieldy, with no hope of success from military operations, discovers the value of the boycott to emphasise her feelings. War is to be deplored. So is a boycott. But inasmuch as the latter is more humane in its methods it is to be preferred, though on the other hand it possesses neither the heroics nor the picturesqueness which fascinate the spectator on the field of battle. In applying the boycott in this manner the Chinese are entitled to credit for the originality of the idea, but in saying this we must not be understood to be expressing a conviction in favour of the two boycotts which we have seen the Chinese institute. We simply recognise the value of the new weapon; we do not justify its use. The boycott must now be reckoned as a factor in international disputes, and diplomats will probably pay more regard in consequence to commercial possibilities when differences are being discussed and considered.

After all, it has to be admitted that wars, and strikes, and boycotts are barbarous, bringing incalculable harm and injury to all participating. Happily war has become too terrible nowadays to be lightly contemplated. The strike is a cruel weapon which is fortunately lapsing into disuse. But the boycott has, as we have seen, become popular in this part of the world. Though the tendency of the age is towards peace, which, as the poet tells us, "hath her victories no less renown'd than war," though the best in all nations are striving towards a common understanding, yet the differences which separate races and which distinguish men will always be a source of danger. Where these differences and distinctions are not appreciated, irritation is set up, misunderstandings ensue, and unless a wise restraint is exercised by one or both parties, or the peace-maker successfully intervenes, a trial of strength follows. In the event of a dispute between nations this means the outbreak of hostilities with its attendant horrors. In the event of a dispute between employers and employed it means a brutalising strike, with its dislocation of industry and accompanying loss and starvation to hundreds or thousands. And in the event of a dispute between individuals, between communities, between rival commercial interests or between races, a boycott may be introduced with demoralising effects on the individuals, communities and races and disastrous effects on the commercial interests involved. It may be a trite observation to say that trade and commerce are removing the barriers which separated men of different nations and different races, but it is none the less true. Men, imbued with this spirit, are perhaps pushing it to extremes when they declare that they belong to no country; that they are citizens of the world. This may not actually accord with our views, but it has to be admitted that this cosmopolitanism is preferable to parochial patriotism, and it may be welcomed as an expression of the good feeling which it indicates towards men of other nationalities.

Coming to discuss the most recent exposition of the effect of a boycott, we have to remember that the agitation against Japanese products is discouraged by the Chinese Government. We cannot impeach the *bonafides* of the Government; and we have to regard the movement as an unofficial one. The statements of the Government and the actions of the populace do not coincide, and though the interdiction was organised it was done in such a manner that the letter of the treaty was not infringed. Thus a boycott which was not a boycott was instituted. Now the friends of both nations cannot regard the estrangement between China and

Japan with pleasure. Without seeking to justify or blame either party, and without giving offence, regret may be expressed at the occurrences which have taken place and the consequences which followed. Japan insisted on a certain course of conduct. China resented it. The Chinese having shown that they are not without backbone, and having expressed their opinions on the subject which almost brought two nations to the verge of war, may feel satisfied with the result they have obtained. The Japanese are anxious to be restored to friendship. They are holding out the olive branch, and by sending subscriptions to China's distressed inhabitants have shown a spirit in keeping with their best traditions. The subscriptions have been accepted. Surely now the hand might be stretched to grasp the proffered olive branch? Surely the time has come for reconciliation? Both are retarding their development by this estrangement, and both are constituting a menace to the peace of the world. Moreover they are interfering with the proper course of trade, which is not altogether beneficial to others. To merely seek to gratify spite when it involves loss to themselves is a suicidal policy for the Chinese to persist in. Neither of the parties concerned profit by the boycott, and as they have little to lose and everything to gain it is not too much to hope that counsels of peace will prevail and that the good feelings established by reciprocal trade will be restored between two races who have so much in common.

### RANDOM REFLECTIONS.

One does not look for humour in such a serious assembly as the Legislative Council, but on Thursday last the debate was considerably lightened by the Colonial Secretary, who was in a particularly happy mood when he dealt with those refractory men who refuse to contemplate matrimony. The Council smiled with one accord when he designated the young and gay as the "Butterfly Brigade," but while I do not feel inclined to traverse his arguments generally I question the likelihood of any member of the "Butterfly Brigade" in Hongkong perpetrating matrimony as long as he can flit from flower to flower. Hongkong does not favour marriage. The expense of living is too high, and it is only the more daring who rush in where careful men fear to tread. Even the increased advantages of the Widows' and Orphans' Pension Fund are not sufficient inducement.

Quite right, Mr. May. No married contributor to the Hongkong Widows' and Orphans' Pension Fund would contemplate with equanimity the prospect of his widow falling into the arms of another man. If I thought the lady whom I honoured with my name should seek to console herself in this way after my departure from this terrestrial sphere I should revive the ghost business and revisit former scenes in a manner that would cause the forgetful one to regret her haste. To think of another enjoying bliss which once was mine, together with a pension for which I sweated so many years, is enough to cause any self-respecting dead civil servant to turn in his grave or to show his disapproval by other means at the disposal of those who have gone on.

Even a worm will turn! European residents are being roused to take action to restrain the insolence of chair and ricksha coolies, and during the last week or two a regular crusade has been waged against the offenders with varying results. In some cases the recalcitrant ones have either been leniently dealt with or discharged altogether, much to the disgust of the prosecutors who have probably wasted hours in attendance at the Magistracy. Notwithstanding the power of the Press, I dare not lecture magistrates on their duties, or attempt to interfere with the course of justice, but nobody, I hope, will misunderstand me,

when I say that it is reported that chair or ricksha coolies summoned for refusing to accept hire or else using abusive language to their fares have expressed a preference to be brought before Mr. Wood who presides over the Second Court. So the story goes.

It has been truly said that the weather is man's conversational god, and though we do not perhaps get the same justification for comment on the atmospheric conditions as at home where the samples are difficult to classify, yet the past week has been one to make even old residents talk about the unusually protracted spell of rain. Certainly it has of late become more than ever necessary to add the words "weather permitting" to any fixture out of doors, and not for a long time have there been so many public and private engagements cancelled as at present. Particularly is this true in the realm of sport where many fixtures have had to be abandoned or postponed, but with the hope that springs eternal in the human breast, many are still on the card and with the return of sunshine there should be a good many engagements carried through.

The Criminal Session just concluded is remarkable for the number of prisoners discharged. Four out of the five men brought up for trial were found by the seven good men and true to be not guilty, and they had of course to be acquitted. It is not often there is such a wholesale failure on the part of the prosecution; and though some people may think of the expense incurred with no result, there can be no doubt that more dissatisfaction would have been felt had the Crown not undertaken to proceed with the charges which were of such a nature as to demand investigation.

Western ideas are being rapidly assimilated in the East. In Hongkong we have just witnessed the first Bazaar attempted by Chinese which proved a great success, but the latest Occidental cult to find adherents in China is vegetarianism. The other day I met a gentleman from Canton, a retired Chinese official, who proclaimed himself to be the only vegetarian in Canton. Of course he meant the only vegetarian from choice, for there must be many people in that city who never taste beef, fowl or even fish except on some extraordinary occasion. Indeed the whole race practically subsists on a vegetable diet. However, this gentleman belongs to the favoured class whose table could be supplied with all the delicacies drawn from the animal kingdom, and the fact that he chooses to deprive himself of these is certainly noteworthy. He admits that he is not so weighty since he put himself on the new dietary, but he declares that his step is lighter, his eye brighter, and his brain clearer. I wonder if his experience will induce others of his compatriots to forego the "flesh pots of Egypt" and resort to simple fare?

It has always been understood that girls were never allowed on the Chinese stage, and that specially trained boys took feminine parts in theatrical performances. Now, however, an exception has been made. A company of actresses from Shanghai has been performing in one of the Westend native theatres, (Hongkong), and while the conservative do not look with favour on the innovation, the younger generation are not afraid to patronise the show. From the standpoint of the promoters the introduction of actresses has been a great success, but how far the movement will spread is difficult to say.

Notwithstanding the disappearance of the Volunteers at home, they still flourish in Hongkong, and efforts are being made at present not only to strengthen the corps numerically but to make it more efficient. Recent orders show a desire to secure a greater number of specialised men as gun layers, etc., for the artillery companies, while the formation of an infantry company indicates a desire to make use of the men who would not be required for the working of the big guns. Practices are being arranged to make the specialists expert in their respective departments and the fact that a proposal to alter the date of the camp in order to get better results is being discussed proclaims that the commandant means the corps to preserve its motto: "Second to none in the East."

Jerome K. Jerome in his latest book asks the question whether Charity is giving unto the Lord something we can so easily do without. He was not thinking of the cartloads of samples which were donated to the recent Bazaar promoted by the Chinese in aid of the Flood Relief Fund, but there are doubtless many who will think this an admirable local application. When, however, we take account of the fact that this Bazaar realised something like \$60,000, the poor people who benefit by the proceeds of the Bazaar will recognise that this spring cleaning of the sample rooms in Hongkong represents a very substantial act of Charity. What is one man's superfluity is another's necessity.

A gentleman residing in South Russia has been writing to a London paper recommending weak tea as a thirst-assuager for soldiers in the tropics. "Everybody used to the tropics," he writes, "knows that there is no drink equal to weak tea for assuaging thirst, and the hotter it is drunk the better." If everybody knows this, it is really astonishing how heretical so many appear to be. Nevertheless the Asiatic, from India to Japan, would hold it to be quite true that there is really no drink equal to weak tea for assuaging thirst; but "weak tea" does not appeal to the thirsty European. He prefers something stronger and prefers it iced.

Most people who have watched the Chinese at laundry work in Hongkong will be familiar with the practice of squirting water from the mouth on to clothes about to be ironed. I see this is deemed a punishable offence at Shanghai. Quite recently at the Mixed Court there the keeper of a laundry where this practice was indulged in by the washermen was fined \$50. The fine seems excessive. May it not indeed be contended that the objection to this practice which the Chinese laundryman finds so superior to the western method of sprinkling with the hand, is after all largely a sentimental objection? From a sanitary point of view the hand may be even more filthy than the mouth as a sprinkler. But coming upon the practice for the first time it does shock western susceptibilities!

RODERICK RANDOM.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on July 30th in the Council Chamber.

PRESENT:—

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.

Major General BROADWOOD (General Officer Commanding).

Hon. Mr. F. H. MAY, C.M.G., (Colonial Secretary).

Hon. Mr. L. A. M. JOHNSTON (Colonial Treasurer).

Hon. Mr. W. REES DAVIES K.C., (Attorney-General).

Hon. Mr. W. CHATHAM (Director of Public Works).

Hon. Mr. E. A. IRVING (Registrar-General).

Hon. Commander BASIL R. H. TAYLOR, R.N., (Harbour Master).

Hon. Dr. HO KAI, M.B., C.M., C.M.G.

Hon. Mr. WEI YUK, C.M.G.

Hon. Mr. MURRAY STEWART.

Hon. Mr. H. A. W. SLADE.

Hon. Mr. W. J. GRESSON.

Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read, and confirmed.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial minutes Nos. 39 and 41 and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table

the report of the Finance Committee (No. 13), and moved its adoption.

The COLONIAL TREASURER seconded.

Hon. Mr. SLADE—Before this motion is put I should like to ask for information on one point. It is with reference to the vote of \$186,500 for the typhoon refuge for small craft. That, I understand, includes the cost of the dredger "St. Enoch," £15,000. I was not here at the last meeting, and did not hear the explanations given in Finance Committee, but since my return to the Colony I have seen a statement in a prominent position in one of the morning papers in which it is stated that the purchase of the "St. Enoch" for £15,000 has cost the taxpayers \$100,000 more than it might have done. I presume that means that the Government might have bought the dredger "Canton River" at a cost of £5,000, which is the difference between the two amounts. I can hardly see how that is possible, because I happen to know myself about the cost of the "Canton River" to the present owners, and I cannot conceive that they would be willing to part with the vessel at such a price. But the statement was given a very prominent position, and I think, Sir, that an explanation is due to this Council before the report on the Finance Committee is adopted, as to how this statement could have been made. There are other points which are raised in that particular article with reference to the comparison and capabilities of the two dredgers. I am not an expert myself, and cannot comment on that, but I presume that the Government must have thoroughly well satisfied themselves that the dredger which they were buying was in every way fitted for the purposes to which it is being put.

THE DIRECTOR OF PUBLIC WORKS—Sir, I welcome the opportunity which has been given me to contradict the gross misstatements which appeared in the article to which my hon. friend has alluded. The "Canton River," as it happens, was bought by the same firm from whom the Government purchased the "Saint Enoch." It was brought here in 1899, having been acquired as a second hand vessel from one of the home ports to perform the work which ultimately devolved upon the "Saint Enoch." The firm in question paid some £6,000 to execute certain repairs and works to the vessel before she was sent to the East, and I think that in itself is a guarantee that she was not in the best condition when they purchased her. I am unable to give the relative dates of construction of these two vessels, but I don't think that any one could come to the conclusion that one is a more up-to-date vessel than the other. The "Canton River" was sunk in the typhoon of November 1900, and she lay for eight months at the bottom of this harbour, a circumstance scarcely calculated to improve the condition of any vessel of that type. With regard to the question of price, Sir, I hope I am not revealing any secrets but I have ascertained that at the present moment the "Canton River" is offered for sale at £22,000 as compared with £15,000 the amount for which the Government acquired the "Saint Enoch." That, Sir, is practically 50 per cent more instead of \$10,000 less. In regard to efficiency, Sir, it so happens that the vessels have conducted operations of an exactly similar kind in this harbour, and the result is that the "Saint Enoch" is found to perform three and a half trips during which she conveys 100 tons each time as compared with the "Canton River's" three trips with 40 tons each time; a total of 2,100 tons for the "Saint Enoch" as against 1,200 for the "Canton River." I think, Sir, it is almost unnecessary for me to dilate further on the relative merits of the two vessels, but some reference was made to their ability to dredge Causeway Bay. As regards that point, I may say that the "Saint Enoch" draws 13ft. 6in. when loaded and I believe the "Canton River" draws a foot less, so that in no case is either of the vessels capable of dredging Causeway Bay without performing a vast amount of absolutely unnecessary work. Against that I may say that for dredging the harbour, which is really the most likely work for which the dredger would be required, the "Saint Enoch" is capable of dredging a depth of 48 feet as compared with the "Canton River's" 35 feet.

## THE GOVERNOR ON THE TYPHOON.

**HIS EXCELLENCY**—Before we proceed to the business of the day, I think it would be fitting if I say two or three words regarding the terrible disaster which befell this Colony on the night of the 27th. I am told that the force of the wind in this last typhoon was very much greater than that in what is generally known as the great typhoon of September, 1906. But I am glad to say that so far as we are aware—with the one terrible exception of the loss of the "Yingking" a vessel which is said to have had on board from 270 to 300 persons of whom only about 50 were saved—I believe the loss of life on this occasion in the harbour was much less than formerly, and I hope that when all the reports are received we shall find it is comparatively small. But while the loss of life has not been so bad, we still have to deplore an enormous loss of property by sea. A very large number of junks and other vessels were driven ashore, wrecked or sunk, and in consequence the livelihood of a large number of Chinese has been taken from them. The loss on shore is, I am told, very much greater than it was in September, 1906. I cannot now give the Council any accurate details, therefore I will not attempt to give any details at all, because reports are still coming in and we don't know exactly what damage has been done. We know there is a very considerable loss of life on shore through the falling of Chinese houses in various quarters, but I hope that when we have the full reports we shall find that any anticipation of great loss of life will not be verified. It is a terrible thing, gentlemen, to think of the numbers of people who are homeless and houseless, and of the numbers who have been killed. On most of these occasions, and I think prominently on this occasion, there is one relieving feature. We hear on all sides of the gallant way in which all the community rose to the occasion and rendered help to those who needed it. The police in Hongkong have nobly maintained the reputation of which they are the proud possessors, for gallantry in such circumstances, and for devotion to duty. We heard too of the gallant rescue by one of the boats of the Royal Navy, and there are many, almost countless instances, of individual gallantry by members of this community, of all ranks and grades of Society. I have received two telegrams so far. One from my predecessor, Sir Matthew Nathan, conveying his regret at the terrible news, which has been published in the local papers; and another I received this morning from Admiral Lambton in the same sense. I have not received, so far, any telegram from the Secretary of State, because I telegraphed myself somewhat late, and only when I could send something like reliable news of what had happened. In all probability I will get a reply telegram before the day closes. We have had reasons to discuss very frequently of late losses to Government property, and the present losses, I anticipate, will reach somewhere about \$100,000; and that will be a considerable blow in the present state of our finances. My predecessor, when speaking in this Council room immediately after the typhoon of 1906, spoke of the set back the Colony then received, and he expressed confidence that it would be met in an undaunted spirit. We have on this occasion, more material losses to regret than there were on that occasion, but I have no less confidence than he had that whatever necessity may arise for meeting these difficulties, we shall face it without fail. I do not anticipate that it will be necessary to raise any fund for the relief of distress, as we have a balance in hand from the last event, but at the same time I cannot speak absolutely in this matter, because, as I said, I have not yet got reports in from the various districts. I am in hopes that throughout the greater part of the new Territory the paddy crops have already been harvested, and that that great loss will at any rate, be avoided.

**HON. COMMANDER TAYLOR**—Your Excellency, if I might be permitted to say a few words, I would mention that since I sent in my report of damage done in the harbour, I find there is one inaccuracy in it. That is, that No. 3 police launch which was reported lost at Mirs Bay, is perfectly safe. When I put in the report yesterday I had not received any news regarding the lighthouses, but now I find that no damage

whatever has been done to any lighthouse in the Colony (applause).

## THE COLONIAL STATUTES ORDINANCE.

The **ATTORNEY GENERAL**—As regards the first order of the day, the second reading of the Bill entitled an Ordinance to amend the Evidence (Colonial Statutes) Ordinance 1908, I ask the permission of the Council to withdraw that order. I find Sir, it would be necessary to make the ordinance amenable to the Imperial act bearing on this subject. That being so, it means the recasting of the Ordinance, and I ask that the order be discharged.

Agreed to.

## WIDOWS' AND ORPHANS' PENSION FUND.

The **ATTORNEY GENERAL** moved that the Council go into Committee on the Bill entitled An Ordinance to provide for the Transfer to the Government of Hongkong of the Widows' and Orphans' Pension Fund and of the Management and Control of the Pensions of Widows and Orphans and to consolidate the laws in relation thereto.

The **COLONIAL SECRETARY** seconded, and the motion was agreed to.

**HON. MR. STEWART** said that it did not seem equitable that officers on half pay should pay 4 per cent to the fund on their full salaries.

The **COLONIAL SECRETARY** replied that the point had been raised before. People seemed to think that pensions grew out of the ground. Pension tables were calculated on the assumption that the contributors paid 4 per cent to the fund throughout the year whether they were on full or half salaries. To adopt the amendment suggested by the hon. member, it would be necessary to recast the whole pension tables. They would either have to reduce the pension or increase the contribution, otherwise an extra burden would be imposed on the taxpayers now that the Fund has been taken over by the Government. He had no doubt contributors would be delighted to have that amendment carried, but in the interests of taxpayers, for whom he was speaking he could not advise it.

**HON. MR. STEWART** withdrew his amendment.

The **HARBOUR MASTER** pointed out that a bachelor received back half of his contributions and he did not see why a widower should not benefit in like manner.

The **COLONIAL SECRETARY** explained that a bachelor imposed no risk on the fund and therefore he received back half of his contributions, but if he married he imposed a risk on the fund. He might predecease his wife, and responsibility would devolve thereby on the fund.

The **HARBOUR MASTER** said the contributor before his marriage should get every advantage a bachelor received.

The **COLONIAL TREASURER** pointed out that the man who had contributed to the fund for seven or eight years before he married received nearly double the pension of a married man who joined the service at the same date, so that his bachelor contributions did benefit him.

The **COLONIAL SECRETARY** said this was another factor which had to be considered in calculating the pension tables, and if they pulled out one brick they would bring the whole fabric down about their ears. Instead of the taxpayers paying 6 per cent they would be called upon to pay 6½ or 6¼ per cent, and they must have regard to the taxpayer.

**HIS EXCELLENCY**—You cannot call in question the principle on which the Ordinance is based, and I don't think, the Bill having passed its second reading, you can dispute the manner in which the tables are drawn up.

The point was not pressed further.

The **REGISTRAR GENERAL** submitted on clause 14 there should be an appeal from the decision of the directors where they deprived a party of the privileges due under the funds.

The **COLONIAL SECRETARY** admitted that the law was drastic, but pointed out that men might ruin the fund by false declarations as to the age of wives and other matters.

**HON. MR. STEWART** suggested that the words "subject to the approval of the Governor" be added.

This was agreed to.

On clause 15, **HON. MR. STEWART** took exception to section 2 which provided that no widow of an officer who died within a year from the date of his marriage shall be entitled to a pension under this ordinance unless a child is born of such marriage.

The **COLONIAL SECRETARY** justified the clause by saying that it was conceivable that a lady marrying a man might make away with him to enjoy the pension (Laughter).

The **ATTORNEY GENERAL**—A very ingenious construction.

The **COLONIAL SECRETARY**—It is all very well for you to laugh at it. When I was at gaol I had a lady under my charge for doing away with her husband for a small motive.

**HIS EXCELLENCY** the **GENERAL OFFICER COMMANDING** pointed out that the provision protected the Fund against death-bed marriages.

Ultimately the clause was reconstructed on the lines of the Singapore Ordinance, and passed.

The Bill passed through committee.

The **COLONIAL SECRETARY**—The alterations to this Bill are purely verbal and with the consent of hon. members I move it be read a third time.

The **ATTORNEY GENERAL** seconded.

On the question being put, **HON. MR. STEWART** was the only dissentient.

The **COLONIAL SECRETARY**—Do you object to the third reading or to it being read now?

**HON. MR. STEWART**—Perhaps I had better explain. Some misunderstanding of the unofficial attitude towards this legislation seems to have arisen out of the circumstance that opposition was not pressed to a division upon the resolution in favour of the second reading. This was described in a local newspaper as having been carried unanimously, whereas there were at least three audible 'noes' when the question was put. If I had foreseen the possibility of such a misunderstanding I should certainly have asked for a division, because I was not convinced by the arguments employed in defence of the action of the Home Authorities. I failed also to realise the adequacy of the reasons given by the Local Government for declining to consider the advisability of postponing legislation until after the promised valuation, which will cost as much, and be just as illuminating, whenever made. I do not propose to bring up those points again in discussion, but, as I endeavoured to make clear in my speech on the second reading I object to the action of the Secretary of State in issuing categorical instructions to your Excellency to pass this measure when the information was before him that the large majority of the contributors were opposed to the proposal and also that the unofficial members supported that opposition. The fact that the majority of contributors have since then changed their opinions does not remove objection to the arbitrary nature of those instructions. It is still reasonable to object to the idea of the officials of this Colony being treated to a disciplinary measure in a matter of this kind; and also to the idea of this Council being used as medium for the enforcement of such a measure; so by way of recording a protest against this contemplated coercive settlement of a highly controversial and technical question, and further in order to make plain the fact that the Council is not unanimous, even now, in supporting the Bill, I intend to vote against the third reading.

**HIS EXCELLENCY**—I understand the hon. member does not object to the third reading being taken to-day?

**HON. MR. STEWART**—Certainly not. I merely want to record my protest.

**HIS EXCELLENCY**, on putting the question, declared "the ayes have it."

The **ATTORNEY GENERAL**—Unless the hon. member challenges a division the Bill passes unanimously.

**HON. MR. STEWART** challenged a division. He was the only dissentient and the third reading was carried.

**HIS EXCELLENCY**—The Council is adjourned until next Thursday.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the **COLONIAL SECRETARY** presiding. The following votes were passed:—

## TAIPO STAFF QUARTERS.

The Governor recommended the Council to vote a sum of two thousand dollars (\$2,000) in aid of the vote, Public Works Extraordinary, Staff Quarters, Tai Po.

## CANTON.

(FROM OUR CORRESPONDENT.)

## THE EMPEROR'S BIRTHDAY.

A banquet will be given by H. E. Viceroy Chang on Sunday at the Manchu Hall in honour of the Emperor of China's birthday. All the Foreign Consuls and foreigners in the employ of the Chinese Government have been invited. As the birthday falls on the 24th instant the Custom house will be closed for transaction of business.

## I.M.C. CUSTOMS TRAINING INSTITUTION.

Up to yesterday afternoon over 280 candidates had registered themselves at the I. M. Customs for the preliminary examination for admission into the above institution.

## THE FLOOD.

The Throne has granted 100,000 taels from the Imperial Funds for the relief of the sufferers by the recent flood.

Valuable gifts and donations are daily pouring in from every direction, and the committee of the Flood Fund Bazaar have addressed their thanks to the donors through the local press.

## A NOTIFICATION BY THE MINT.

In my correspondence of the 21st instant I mentioned that an Imperial Edict was issued ordering the Provincial Mint here to cease striking copper cents for three months owing to the market being inundated with them &c., &c. It is reported that yesterday the Provincial Mint issued a notification saying that on account of the difficulties in circulating copper cash, the production of same by the mint has been accumulating to an enormous amount. In order to enforce its circulation a regulation has been made that from the seventh moon all salaries of employees in the Government Bureaux will in future include 20 per cent of those coins at market rate.

## THE RECENT BIG FIRE.

The Superintendent of Police has issued a notification calling the attention of the landlords and tenants whose premises were destroyed by fire on the 18th instant that in rebuilding the houses they must act in accordance with the new regulation which requires that all houses destroyed by fire are to be rebuilt further back so as to widen the streets. The distance to be given up is 2½ feet on each side of the street.

## WATER WORKS AND ELECTRIC LIGHT CONCESSIONS.

His Excellency Viceroy Chang has granted the above concessions in Fat Shan to Poon Yuen Ko and other gentry of that town. Fat Shan has a population of 600,000 people.

## CAPITAL OF KWANGSI TO BE REMOVED.

Viceroy Shun during his regime suggested to the Central Government the removal of the Capital of Kwangsi to Nanning on account of the city of Kweilin being badly situated for the effective control of the Province. But the natives of that Province who were holding official positions in Peking protested against the change, and represented that Nanning is a large transit station and only suitable for Commercial purposes. It was, they urged, difficult to defend. The subject was eventually dropped. Recently, owing to the prevalence of brigandage in the region the Central Government have decided to remove the capital to Nanning. Instructions were telegraphed to Viceroy Chang and the Governor of Kwangsi from Peking to raise the necessary funds to effect the removal. Governor Chang, who is now in Nanning, has been ordered not to return to Kweilin as it would be easier to communicate with the Viceroy from Nanning.

## THE FLOOD FUND BAZAAR.

The date previously fixed by the committee for the opening of the Canton Grand Charity Bazaar has been altered. The inauguration will now take place on the 5th proximo. The buildings in which the Bazaar is to be held are situated at the extreme end of the To Po Street, Western Suburb. The Bazaar is to be open for seven days and nights, Sunday excepted. There are to be two admissions daily viz:—12 (noon) to 4 p.m. and 7 p.m. to 11 p.m. A charge of \$1.00 is to be made for admission on the first day and 50 cents for each succeeding days.

A circular (in English) has been sent round to all the foreign residents on the Shameen by

Mr. Tsang Chue Sun, Honorary Secretary of the Bazaar, requesting their kind patronage. The enthusiastic co-operation amongst all classes of Chinese in connection with this charitable affair is unprecedented and they really deserve praise.

## ALLEGED ENCROACHMENT AT SWATOW.

His Excellency Viceroy Chang received a cablegram from Sub-Prefect Ma Tsun, I.M. Customs deputy at Swatow, stating that Mr. Harris, Acting Commissioner of Customs there, has without consulting him (Ma Tsun) erected certain buildings and decreased thereby the width of the road in front of the Customs House. Public feeling has been aroused in consequence. The Sub Prefect added that he had persuaded the Commissioner to order the work to be stopped and at the same time he was preparing a detailed report for His Excellency. Viceroy Chang wired back as follows:—"Commissioner Harris is in the wrong in encroaching on the width of the road through erecting certain buildings without previously consulting the I.M. Customs deputy. I note that you have already persuaded the Commissioner to order the work to be stopped. I instruct you to investigate again and stop the work, if necessary. Send full report on the matter."

## BUREAU FOR THE SUPPRESSION OF OPIUM SMOKING.

Viceroy Chang has instructed the Kwong Chau Prefect, Chan Mong Tsang, to establish a Bureau exclusively for the suppression of opium smoking; to draw up regulations for same, and to engage the necessary staff to run the office. His Excellency has also given instructions to the Provincial Judge, the Bureau of Local Affairs and the Superintendent of Police to co-operate with the new establishment and to see that all regulations are really enforced. The Prefect has already found suitable offices and has drawn a sum of 1,000 taels from the Bureau of Local Affairs for preliminary expenses.

## GOVERNMENT MONOPOLY OF CAMPHOR.

Henceforth the camphor industry and trade of the two Kwang Provinces will become a Government monopoly. Ip Taotai has been appointed superintendent of the monopoly. As Kook Kong is one of the districts where camphor is produced in abundance, operations will be first started there and the other districts will be developed afterwards. All the necessary camphor for government use will be taken first and the surplus will be placed on the market.

## LIKIN DUTY.

In the Viceroy's semi-annual report to the Throne, regarding all likin duties collected in the Kwang Tung Province, he states that the total amount of likin collected during that period on goods imported and exported was 795,714 taels, besides a sum of 38,769 taels duty collected on salt. The previous report showed a balance of 259,349 taels in hand; this amount together with the two items mentioned above gives a total of 1,093,832 taels. After deducting various sums of money amounting to 661,234 taels, which were remitted to Peking from time to time, there remains a balance of 432,598 taels in hand.

## MISSIONARIES AND OFFICIALS.

The Magistrate at Kam Chuk has reported to Viceroy Chang that certain American missionaries are building a church in Kam Chuk Hui with a view to propagate the Christian religion in that town. This has roused considerable feeling and the public are vigorously protesting against the building of the Church. His Excellency replied as follows:—

"I have noted the contents of your petition. According to Treaties all foreign missionaries have a right to build Churches and propagate the Christian Religion in the interior of China. In this case, if everything is being carried on in a proper and legal way by the missionaries, I cannot object to or prohibit them from erecting the Church just because the people of the town object to it.

I instruct you to make the following inquiries:—

Who was the landlord of the Cheong Wo hardware shop previous to the house being sold to the missionaries?

Are the missionaries now renting the house or have they actually purchased it?

If they have purchased the house, was the transfer of the property done in compliance with the new regulations which are now enforced

i.e. posting a notice of the transfer on the premises one month before the transaction takes place and advertising same in two newspapers?

Are the title deeds valid and clear?

You did not mention all the above important particulars in your petition, and I request you to thoroughly investigate and report same to me as soon as possible so that I may decide. Meanwhile you are requested to inform the military officials to give adequate protection to the missionaries and to prevent the people from creating any trouble."

## THE POPULATION OF CANTON.

30th July, 1908.

The Superintendent of Police has made a report of the Census of the population of Canton taken by his staff which gives the following figures:—

"There are 3,858 streets in Canton i.e. Both Walled Cities, its suburbs, and Ho Nam. Shops registered and numbered ... 26,162 Family houses registered and numbered ... 64,701

Total number of shop and houses ... 90,863

Male population ... 812,636

Female population ... 174,700

Total population ... 487,336

There must be a mistake somewhere as the figures regarding population are simply ridiculous. The total of the census gives an average of 4 to 5 persons per house. Anybody who has seen a Chinese house will see at once the absurdity of it. The smallest Chinese house contains at least a dozen persons. Moreover the female population certainly exceeds the male; there are more servant girls in every family house than there are male members of the family itself.

There is a rumour that a poll tax is under consideration and it may have influenced not a little the figures above quoted. Besides there are hundreds of small houses and huts both in the City and its suburbs which are not registered or numbered.

The Census must have been taken in the characteristic Chinese style.

## HONGKONG.

More damage has to be reported to Government property as the result of the typhoon. There is a hole in the dial of the town clock, the dial facing the waterfront!

Is he your uncle or your father's friend? was a question addressed to a witness at the Supreme Court yesterday. "Well," said the witness, "he was the sworn brother of my father, and so I called him uncle."

The Indian watchman who was accused of shooting at a Chinese ticket collector on the s.s. "Lintan" with intent to murder him, was discharged on July 29, there being no evidence to support a conviction.

Another wreck is reported to have occurred off Capsuimun on Thursday, when a large junk struck the rock which was responsible for the foundering of the s.s. "Powau." The damage done is estimated, at \$4,000, but no lives were lost.

The week's return of communicable disease in the Colony shows 17 plague cases (16 being Chinese, 1 Portuguese), 14 proving fatal; 4 Chinese cases of cholera (1 imported); 1 Japanese case of enteric fever, and 2 Chinese cases of puerperal fever. During the 24 hours ended noon yesterday only one case of plague was reported, and that one came from a boat in the harbour.

The Flood Relief Fund committee beg to acknowledge, with thanks, the following donations.

St. Peter's Seamen's Church per Mr.

H. Sykes	...	...	...	...	\$50
Dr. G. M. Harston	...	...	...	...	25
His Honour Judge Gompertz	...	...	...	...	25
Vincent Sorby, Esq.	...	...	...	...	12
Mr. Leong Lun Shiu	...	...	...	...	50
Mr. Chan Tin Cho	...	...	...	...	100
Mr. Chan Taz Chun	...	...	...	...	400
Mr. Fung Shiu Chuen	...	...	...	...	200
Mrs. Fung Yee Tai	...	...	...	...	100
Mr. Kwan Lai Shan	...	...	...	...	50
Mr. Poon Yee Yum	...	...	...	...	\$100

THE HARBOUR OF REFUGE  
SCHEME.

## DISCUSSIONS IN COMMITTEE.

We have received from the Colonial Secretary's Office copies of the reports of proceedings of the Public Works Committee at meetings held on the 19th December 1907 and 4th January, 1908, which were referred to in the discussion which took place at the Legislative Council on Thursday.

At the meeting held on the 19th December, 1907, there were present The Honourable the Director of Public Works (Mr. W. Chatham, C.M.G.), Chairman, Hon. Colonial Treasurer, (Mr. A. M. Thomson), Hon. Mr. Edbert Ansgar Hewett, Hon. Mr. Edward Osborne, and the Hon. Mr. Henry Keswick.

The Chairman read a report by Mr. Boulton, dated 28th September, 1907, on the proposed Harbour of Refuge at Mongkoktsui and laid the plans and diagrams accompanying that report before the Committee. He also read the minutes bearing on the report and a minute by the Harbour Master, dated 15th November, 1907, recommending that a harbour of refuge should be constructed at West Point instead of at Mongkoktsui.

The Mongkoktsui and the Harbour Master's West Point Schemes were shown on a chart which was laid before the Committee.

Mr. Boulton's report on the Mongkoktsui Scheme stated that:—

(a.) The construction of the breakwater, 4,000 feet long, could not be carried out piecemeal so as to afford a sheltered area of moderate extent in the first instance which could afterwards be extended by adding to the breakwater, because the enclosed area would remain dangerously exposed from certain quarters until the whole scheme was completed.

(b.) The only way of curtailing the expenditure, consistent with the provision of a harbour which would be safe under all conditions, was to modify the scheme entirely, making it of a much less extensive nature than had hitherto been proposed and an alternative scheme was shown having a breakwater 1,940 feet long.

(c.) The cost of the scheme hitherto proposed, affording a sheltered area of 166 acres, was estimated at \$1,540,000.

(d.) The cost of the modified scheme, affording a sheltered area of only 61 acres, was estimated at \$388,800.

(e.) The carrying out of the modified scheme would probably involve serious questions with Marine Lot-owners in the vicinity.

The Chairman pointed out, owing to the limited area of shelter afforded by the modified scheme, boats would be likely to make for it whenever storm warnings were hoisted whereas the original scheme would afford such ample space that boat-owners could safely reckon on finding room available for their craft however late they might delay seeking shelter.

The Harbour Master's proposal was to construct two breakwaters off Kennedy Town, having a combined length of 4,250 feet and enclosing an area of about 82 acres.

The Chairman stated that the scheme would afford about 75 acres of sheltered water and would cost about \$1,913,000.

Mr. Keswick enquired what was the estimated cost of dredging out Causeway Bay.

The Chairman read the replies which were given to questions of a similar nature asked by the Honourable Mr. H. E. Pollock at a meeting of the Legislative Council on the 1st November, 1906, in which it was stated that the area of Causeway Bay was 57 acres and the estimated cost of dredging it to a depth of 9 feet at low water was about \$900,000. Members expressed the opinion that 9 feet was an excessive depth and that it could safely be reduced to 6 feet, which would bring the estimate down to about \$600,000.

After further discussion of the proposals submitted, it was agreed, on the suggestion of Mr. Hewett, to circulate Mr. Boulton's report and other documents to Members in order to give them an opportunity of studying the matter more fully and to hold another meeting after this had been done.

The Honourable the Harbour Master (Mr. B. H. Taylor) was present throughout the meeting and took part in the discussion.

The Committee then adjourned.

At the meeting held on January 4th 1908 there were present the Honourable the Director of Public Works (Mr. William Chatham, C.M.G.), Chairman, Hon. Mr. Edward Osborne, Hon. Mr. Henry Keswick.

The Chairman read the report of the last meeting (held on the 19th December, 1907) and a minute by His Excellency the Governor, dated the 20th November, 1907, with reference to the question of dredging or partly dredging and partly reclaiming Causeway Bay. In accordance with the decision come to at the last meeting, the following papers had been circulated to Members:—

(i.) Mr. Boulton's report of 28th September, 1907, on the Mongkoktsui Scheme.

(ii.) Comparative Statement of Areas, Cost, &c., of Mongkoktsui and Kennedy Town Schemes.

(iii.) Estimated cost of Dredging Causeway Bay.

(iv.) Plan accompanying Mr. Boulton's report.

(v.) Chart No. 3280 with Mongkoktsui and Kennedy Town Schemes shown on it.

The minutes by Members on the general question of improving the existing Harbour of Refuge and providing a new one were then read. The following is a brief abstract of them:—

Mr. Keswick:—

*Existing Harbour.* Causeway Bay should be immediately deepened. A depth of 9 feet all over, as proposed in the Public Works Department estimate, would be superfluous and it would suffice if the entire area were divided into three equal parts having depths of 9, 6 and 3 feet respectively.

*New Harbour.* A harbour at Cheung Sha Wan would be preferable to one opposite Mongkoktsui on the grounds of economy. The Kennedy Town proposal would be a luxury and the minor Mongkoktsui Scheme an absolute waste of money.

Mr. Osborne.

*Existing Harbour.* Causeway Bay should be deepened so as to afford 10 feet depth along the North side, diminishing it to 2 feet along the South side, but, as the area of the bay is insufficient, additional accommodation must be provided.

*New Harbour.* A sheltered area of 100 acres is required. The Kennedy Town Scheme would be too costly and too small and, in a strong North-East wind, boats would be driven past it or wrecked on the breakwater. A breakwater at Cheung Sha Wan would be more sheltered than one at Mongkoktsui and would therefore be less costly and for that and other minor reasons it was to be preferred.

Mr. Hewett.

*Existing Harbour.* Causeway Bay should be dredged as proposed by Mr. Keswick.

*New Harbour.* This should be either at Mongkoktsui or Cheung Sha Wan,—preferably the latter.

Mr. Thomson:—

*Existing Harbour.* The dredging of Causeway Bay should, carried out, be an additional work.

*New Harbour.* Kennedy Town Scheme is out of the question. No estimate has been given of the Cheung Sha Wan Scheme.

A report by Mr. Boulton, dated 3rd January, 1908, reviewing the points raised in the foregoing minutes was then read. It contained the following statements:—

*Causeway Bay.* A comparison of old and new charts showed that no appreciable advance of the foreshore had occurred since the establishment of the Colony. Of the 3 nullahs discharging into the bay, only one drains bare hills which are likely to yield detritus and so produce silting; but this is counteracted by frequent dredging. The large dredgers in the Colony which might possibly be hired were unsuitable for the work suggested as it would be necessary, in order to provide flotation for them, to dredge to a depth far in excess of that specified. Special plant would have to be purchased to carry out the deepening suggested and, assuming that it were disposed of on completion of the work, the cost would probably amount to about \$50,000. The removal of all material above the level of low water of Ordinary Spring Tides could be done by manual labour and was estimated to cost about \$70,000.

*New Harbour.* The cost of a breakwater at Cheung Sha Wan, enclosing an area of 166 acres was estimated roughly at \$1,420,000 and, if the shallow areas opposite the end of the breakwater had not been reclaimed by the time it was carried out, temporary groins would be required to restrict the width of the entrances. The scheme was as shown on a tracing dated 25.7.04 in C.S.O. 9647.1903. A modified scheme to enclose an area of 100 acres at Cheung Sha Wan could be carried out at a cost estimated approximately at \$1,200,000. The objection to both these proposals was that they would prevent the carrying out of an extensive reclamation scheme for which the bay was well adapted.

The proposed breakwater at Mongkoktsui was strengthened by the introduction of concrete blocks to a small extent, but otherwise it was of such a type as would be required at Cheung Sha Wan or elsewhere. Mongkoktsui was nearer the centre of the harbour than Cheung Sha Wan,—a very important consideration in the case of a sudden storm.

The Chairman read the report of a Public Works Committee meeting held on the 25th October, 1906, at which the various possible sites for a harbour of refuge were considered, the result being that the Mongkoktsui site was unanimously recommended to Government.

After full discussion, the Members present agreed to the following recommendations:—

(a.) In view of the proposed reclamation scheme at Cheung Sha Wan, the Mongkoktsui scheme should be adopted and a condition should be made that the existing trading anchorage off Yaumati is not to be interfered with after the completion of the scheme.

(b.) In view of the great expense involved in carrying out any extensive scheme of dredging at Causeway Bay, which is really unnecessary for the requirements of the craft seeking refuge there, steps should be taken to provide a shallow depth of water over the area which at present dries at Low Water. This work should be regarded as an urgent one.

The Committee understand that the work recommended in (b.) can be done by hand at a moderate cost.

SHANGHAI GENERAL CHAMBER  
OF COMMERCE.

The following Minutes of Committee Meeting held on July 16, are published. Present:— Messrs. W. D. Little (Chairman) J. N. Jamieson, F. Anderson, H. R. Kinneer, D. Laudale, L. Rastoul, J. Stern, O. Stueckmeyer, A. Wright, and the Acting Secretary.

## BANK NOTE CASE.

In view of the fact that the information received from the Taotai through the Senior Consul is incomplete, it is decided to address the Diplomatic Body at Peking with a view to obtaining from the Chinese Government the names of the Banks authorised to issue Bank Notes, and inquiring what reserve in coin is held against the issues and also requesting that the unguaranteed issues may be prohibited.

## PAYMENT OF BILLS PURCHASED.

Letter from Messrs. Sulzer Rudolph & Co., and sixteen other Silk Export Firms is discussed. The letter draws the Chamber's attention to the fact that the Banks will only pay for bills purchased under contracts on the business day previous to Siberian mail day and that this alteration is detrimental to the interests of Silk Export Firms, who have to ship and pay for their silk sometimes several days before being credited with the amounts of their bills. This letter had been submitted to the chairman of the Associated Exchange Banks who pointed out that the Banks had been forced to accept the measure in order to protect themselves against the practice of delivering bills several days before mail day.

## CHINESE TELEGRAPHS.

Letters from the Imperial Chinese Telegraph Administration in reply to the Chambers' letter of June 23 are read to the effect that a reduction in the rates of domestic telegrams and the elimination of the charge for several additional words on registered telegraphic addresses are contemplated.

## A BENEVOLENT PIRATE CHIEF.

## TERRORISING THE RICE MERCHANTS.

Chan Cheun is a large town situated near Canton and is the largest grain market in the Kwangtung Province. The wholesale rice merchants there, taking advantage of the calamity caused by the recent disastrous flood, formed a ring and bought up all the rice that was available in the different markets. This sent the price of the commodity from 3 taels 1 mace per picul to 6 taels 1 mace in the beginning of the current month. The avaricious merchants not being satisfied with the enormous profits they were making have lately actually refused to sell rice to the poor country people of the distressed districts, knowing that these people would ask for a reduction of price. Whenever they came to make a purchase they were told that there was no rice in stock. The country people were very angry over the matter but could do nothing to ventilate their wrath. This affair was heard of by the notorious Pirate chief, Luk Lan Hing, who on the 10th instant about dusk landed at Chan Cheun with over 15 dragon boats filled with pirates and personally visited several of the leading rice merchants, whom he presented with visiting cards bearing the formidable characters "Luk Lan Hing." Having asked their surnames he left a letter with each of them and told them to act in strict accordance with the contents of the letter. Every one of the merchants were in a state of great terror when Luk put in his appearance in their shops as they did not know the object of his visit. Shortly after the departure of the robber chief and when their apprehensions were over they opened the letters, the gist of which was as follows:—

"I beg respectfully to inform you that on account of the recent disastrous flood the officials and people of all trades and professions have rendered assistance in every possible way to alleviate the sufferings of those in distress while you are hoarding up grain to sell at high prices. You not only gave a deaf ear to the appeal of the hungry but you have even refused to sell rice to the people of the distressed district. You are devoid of virtue and your conduct is abominable. I hereby give you notice that within one month from to-day you are required to dispose of all your rice at cost price and only on this condition peace will remain between us, and if you do not repent and reform your doings I will summon and command my brothers to rob all your grain, convey it by vessel to the distressed districts for distribution amongst the sufferers, and exact a fine of \$200,000, in atonement of your crimes and faults. If you do not have this sum in readiness I will inflict the severest punishment &c. &c."

The merchants after reading the letter held a meeting with the intention of reporting the matter to the authorities, but, upon further reflection, decided to drop the matter as they feared that the officials would punish them for hoarding up the grain and raising its price; on the other hand they dare not keep up the price for fear of Luk acting up to his word. It is reported that last week the price of rice in Chan Cheun had dropped to 3 taels 2 mace per picul and now to 2 taels 7 mace 6 candareens; in the latter price the merchants are losing 3 mace per picul. This fluctuation has caused the price of the article to fall in Fat Shan and other rice markets.

Perhaps very few people know how Luk Lan Hing became a pirate. He is well educated and very intelligent and was formerly school master of a public school in a village in the Shun Tak district. His school and lodgings occupied a small portion of a large ancestral temple situated on the outskirts of the village. The temple has frequently been made use of by pirates and robbers as a rendezvous and also a place for dividing their booty. Of late years owing to numerous robberies up-country, many of the wealthy people have removed their valuables to police cities and towns for safety—and the chances of the bandits to make a big haul are rare. Now they have changed their tactics by kidnapping the wealthy class and their children and also blackmailing. This requires some education as

they have to communicate in writing to the victim's relations, but hardly a soul amongst the robbers could read or write. They found Luk very useful; he often wrote letters for them and explained the replies. Of course, he was paid for his work. But it did not last very long before Luk's handwriting was identified by somebody who brought the matter to the notice of the authorities. The result was a reward of several thousand taels was advertised by the officials some two years ago for the capture of Luk, dead or alive, and in fact one day soldiers were on their way to capture him in his village. When the robbers got wind of it they went ahead of the soldiers and carried Luk away by force. He was afterwards compelled by the pirates to become their chief. Although the reward for Luk's capture has now risen to 60,000 taels, he frequently visits his family in the village, passing right under the nose of the braves, and he has never been captured or molested. He is a great power now and his comrades are posted everywhere wherever he goes.

## THE STATUS OF ROMAN CATHOLIC PRIESTS IN CHINA.

## A CHINESE VIEW.

Some years ago the privilege of official rank was granted by the Emperor of China to priests engaged in mission work in this country. The Protestant Clergy declined to accept the honour, but the Roman Catholics seized upon it with avidity seeing therein the immense political power which the concession gave to them more especially in remote interior stations. It is of course well known that the Church of Rome seeks temporal power in order to utilise it, in any way, to further the Church. The policy of the means justifying the end, the end being the infallible benefit to humanity accruing from adherence to the faith of the Church of Rome, has been unswervingly held by that Church. Priests of the Church have therefore considered it only a duty to utilize their honorary rank as a lever for obtaining concessions for their establishments and their converts. They have not hesitated to interfere in law cases on behalf of their converts and in many cases have forced the magistrates to give decisions in favour of their converts, contrary to the true rulings of justice and equity. In visiting the Yemens the Catholic priests made it a practice to insist upon a reception being accorded to them in accordance with their official rank and status. It has at times happened that the rank of the priest has been higher than that of the local official and the extraordinary spectacle has been witnessed of the orders of the Chinese Government official being overruled and vetoed by a foreigner with a higher complimentary rank. Land disputes between their converts and those of other churches have been a fruitful source of friction and the Roman Catholic priestly Officials have invariably used the power of their rank to weigh down the scales of justice in favour of their protégés. Though this is perfectly consistent with the policy of the Roman Church and doubtless had the desired effect of attracting converts, it undoubtedly created a condition of affairs in the country which no Government could long tolerate. There can be but little doubt that most of the converts, attracted to the Roman Church in this way, became members thereof solely for the material benefits to be derived therefrom. The Church also offered a harbour of refuge to evil doers and criminals and many of these have taken advantage of its shelter.

Some time ago the question of withdrawing this complimentary rank was, after due consideration, decided upon and the Government have now sent notification of this to all the Viceroy and Governors of the various Provinces and Dependencies, with instructions that henceforth priests of the Roman Catholic Church calling on officials are to be treated only as ordinary foreign gentlemen and are not entitled to any recognition of rank.

That this is fair and just is indisputable and the priests have only themselves to blame for the loss of their courtesy rank and the prestige which it carried, for had they not abused the privilege, China would not have been compelled

to withdraw the favour. It is to be hoped that this alteration of status will curtail the illegal interference in Government affairs in the interior by these missionaries and that a more peaceable state of affairs may result.—*Chinese Public Opinion.*

## LAST WEEK'S THUNDERSTORM.

The thunderstorm which passed over the Colony last July 25th was one of the heaviest experienced here for years. Vivid flashes of lightning were followed by loud peals of thunder, while rain fell in torrents for nearly an hour. In different parts of the city the streets were flooded, while considerable damage has been done to the roads.

Mr. George Grimble's house at Pokfulam was struck by lightning which broke some panes of glass, and carried a brick pillar bodily from the verandah into the garden. Fortunately no one in the house was injured. Mr. Parr, the Commissioner of the Kowloon Customs, who resides at Durisdeer, Magazine Gap, The Peak, also suffered much. Most of the retaining walls of his property and the new tennis lawn have given away. A considerable landslip has occurred on the Peak close to Stewart Terrace. Another occurred near the Victoria Hospital, Barker Road, and considerable damage of the same nature was done to the site of the house Mr. Ram is erecting in Barker Road.

When removing debris in Barker road, the coolies unearthed the dead body of a native, and the corpse was removed to the Mortuary.

Sanitary Inspector Cotton reported to the police that at four o'clock on Saturday afternoon the front verandah of his house, a three-storey building on Leighton Hill Road, collapsed, and caused damage to the extent of \$2,000. Nobody was injured, but the road in question was partly obstructed. Another subsidence occurred at the Central Sanitary building, where the retaining wall gave way and many tons of earth was carried on to the Military Parade Ground.

News has filtered through slowly from the New Territory on account of the stoppage of communication, but yesterday information was received that a number of temporary bridges on the Kowloon-Canton Railway line had been destroyed, and that part of the embankment on which the temporary line is constructed had been washed away. A parapet wall on the Taiipo Road, three-quarters of a mile above the three mile stone, also collapsed. At Sheung Shui village Indian Constable No. 570 had a narrow escape from drowning. He attempted to cross a stream which was running a banker, and was carried away by the current. With great difficulty two comrades rescued him, and he was carried to the nearest out-station in an unconscious condition. There, after the treatment for the apparently drowned had been applied, he recovered.

## A CANTON ACTION AT SHANGHAI.

In the Danish Consular Court at Shanghai on the 23rd inst., His Honour the Consular Judge, Mr. T. Raasehow, rendered his decision in the case Lee Ta-lun v. W. Smith and Co., as follows:—

The plaintiff in this case is a Chinese comprador from Canton named Lee Ta-lun who sues the firm of Carl W. Smith & Co., and its owner Carl W. Smith, a Danish subject trading at Canton for the balances of three accounts amounting to \$1,063.69, with interest at the rate of 7 per cent per annum from date of petition until payment, and costs.

Defendant has not objected to the items which go to make up these balances but he has put forward a counter-claim of \$1600, making a final balance in his favour of which he however had made the plaintiff a present thereby squaring up the account. Plaintiff has denied the existence of any counterclaim and since defendant has produced no proof in support of his statement judgment is given for plaintiff with costs.

Within three days after receiving notice of this judgment defendant shall pay to plaintiff Mex. \$1,063.09 with interest at 7 per cent. per annum from the 10th April 1908 until date of payment and also the costs of this case with \$150, or suffer the consequence of the law.

## THE TYPHOON.

The Typhoon which visited the Colony on Monday night was a more severe one than that of the 18th September 1906, but happily we have not the same long sad tale of disaster to chronicle. It caused more damage ashore than the 1906 typhoon, but far less afloat. The 1906 typhoon came with less than half an hour's warning about nine o'clock in the morning when the hundreds of small craft—the cargo junks and sampans—had just commenced their daily toil in the harbour; and coming upon them so unexpectedly it carried them to speedy destruction. Our latest visitant arrived about midnight, at the end of a day which had opened with a most welcome return of sunshine after more than a week of wet weather culminating in several serious landships in various parts of the Colony which had endangered the safety of several buildings. There were early indications, however, that the respite was likely to be brief. The mid-day Observatory Report mentioned that the barometer was inclined to fall on the South Coast of China, but at that hour the depression gave no indication of being a severe one. At the signalling stations in the harbour the red cone and drum, indicating a typhoon to the South East of the Colony beyond 300 miles, was hoisted about mid-day. Towards evening the red were replaced by the black signals indicating that the typhoon was within the 300 mile radius. Ships in the harbour took the usual precautions, while the small craft swarmed to the shelter at Causeway Bay. The weather signs became increasingly ominous after that and at 9.30 p.m. the Observatory reported that the typhoon appeared to be moving towards the Coast in the neighbourhood of Hongkong. At 11.15 the order was issued to hoist No. 3 night signal and to fire three bombs. The typhoon had reached the Colony, and for upwards of four hours the wind continued to blow with terrific force.

The centre of the typhoon must have been very near the Colony. The wind commenced to blow from the North and went quickly round to South, South-East and South-West. It was while the wind was south that the storm was at its worst.

The lower level tramway service was disorganised by the storm, but repairs were promptly effected and the trams were running before tiffin yesterday. Telephone wires also suffered considerable damage on the higher levels.

His Excellency the Governor has asked to be furnished with a detailed report of the casualties.

### IN THE CITY.

With the exception of the disaster at Kingsclere and the collapse at King's Buildings, the damage in the City is not great in individual cases yet the aggregate is very extensive and the total loss occasioned must be very considerable.

#### THE COLLAPSE AT KINGSCLERE.

Dealing first with the damage to property, the greatest is perhaps at Kingsclere, where a portion of the beautiful building is in ruins. But what adds to the direful effect of the catastrophe is that it has claimed a European victim, a resident, who though still alive, lies in the hospital in a very critical condition. The cause of the disaster was the collapse of one of the chimneys. It was blown down when the storm was at its height, and crashed through a bedroom in the north-east portion, the debris, in turn, falling down through another apartment, tearing down the walls. The occupant of the room, Mr. Hunt, of Messrs. Shewan, Tomes and Company, who has only been in the Colony about three months, apparently rose from his bed to look out, but hearing the ominous noise overhead he divined that something was wrong and immediately sought protection under the bed. Then the crash came. The debris fell on the bed and filled the room, but, singularly enough, though the wreckage broke down the bed the leg which happened to be near his head stood the strain and gave him a chance to breathe. But the weight on his body and legs was great, and he suffered great agony.

Naturally the occurrence caused great consternation in the house, which was not decreased by the fact that the place was in darkness, the electric light having been affected, and the wind which now filled the building and threatened to lift the roof made it impossible to keep candles or lamps alight. However, with the aid of chair lamps some light was thrown on the scene, and when the state of affairs was realised efforts were made to rescue Mr. Hunt from his precarious condition. The police and fire brigade staff came to assist and after four hours' digging, fraught with no little danger by reason of the unsupported wall which threatened to fall at any moment, they rescued the unfortunate young man and had him conveyed to the hospital where it was found he had received internal injuries of a serious nature. To add to the destruction caused by the collapse itself, the water tank burst, deluging the rooms underneath. The water percolated through pillars, walls and ceilings, and unless these were speedily shored up it was feared that that portion of the building would collapse in turn. As it is, no fewer than six rooms are wrecked either with falling debris or water, and the loss resulting must be very great indeed. Numbers of windows were blown in, and it is singular that many of them, made of glass about a quarter of an inch thick, were found on the floors intact. The visitation was indeed most disastrous, and great sympathy is extended to Mrs. Sachse, who had recently had the place renovated and improved.

#### THE KING'S BUILDINGS COLLAPSE.

Another serious collapse took place at King's Buildings, where three offices were wrecked. The upper, occupied by Messrs. Jensen and Company, collapsed, and the whole fell through into Meyer and Company's office, the accumulation descending into the Pacific Mail office. The place is completely wrecked, but fortunately the occurrence was not attended with any loss of life.

#### GENERAL DAMAGE.

Government House was not allowed to escape. Part of the roof gave and the verandah at the eastern end collapsed.

Public buildings suffered rather severely. Victoria Gaol was unroofed, the warders' quarters were similarly damaged, and the roof of the Magistracy has also fallen in. The second court was untenable yesterday and Mr. Wood had to conduct the business in the small waiting room. The Fire Station has likewise suffered, and part of the registry at the Supreme Court has been carried away. The Sanitary Board matched at Wanchai has been destroyed. The Central Police Station has stood the storm very well, only a few windows being smashed and the walls in part denuded of plaster.

At the corner of Bowrington Road and Praya East the top floor of a Chinese house was lifted clean out by the force of the wind. No casualties are reported. The top part of a house in Morrison Hill occupied by Messrs. R. F. C. Master, Lieut. Beckwith and Mr. P. Hodgson also gave way. A verandah collapsed at 94 Des Vœux Road, and a dwelling house a little further along collapsed. The Kung Wo Godowns at 163 Connaught Road West also fell in and other godowns in Kennedytown were damaged in a like manner.

Happy Valley is a scene of desolation. The matcheds belonging to the Civil Service, Police, Craigengower, and Football Clubs have been levelled to the ground, as also the grand stand, and the new pavilion of the Golf Club is practically in ruins. Great havoc has been wrought in the Cemeteries. Tomb stones have been blown down; flowers and shrubs and wreaths have been washed away, and great destruction has been wrought.

Speaking generally, there is scarcely a property in the city that will not need some repair. Jalousies have been wrenched from the walls, windows or parts of them have been smashed, tiles have been torn from the roofs, and walls have been stripped of plaster. The buildings opposite the Supreme Court have been made to look like a ruin; a large portion of the scaffolding at the Law Courts has disappeared, the same description applies to the New Post Office, and not a few military and other matcheds have gone down.

The destruction among trees has been remarkable. Even in Queen's Road numbers were unrooted or denuded of their branches, and in

the thoroughfares higher up this was even more noticeable. Garden Road, Lower Albert Road and other roads in the vicinity were blocked with fallen trees, and Wyndham Street was a mass of debris from fallen tiles and plaster, while branches of trees and fallen wires made the thoroughfare practically impassable. Telephone wires were down all over the city and it will take some time to repair the damage. It is calculated that 390 wires have been broken in Victoria and about 70 or 80 in Kowloon.

In consequence of the general destruction the Public Work Department and Sanitary Board staffs are working late and early, but even with their redoubled energies and increased staffs, it will take a week at least to clear the streets of the city, which are everywhere strewn with blinds, bamboos, tiles, bricks, and other wreckage.

Not a few street lamps were damaged, and last night the principal streets were in darkness as the electric wires had been affected.

### AT THE PEAK.

The majority of houses at the Peak have suffered to some extent, but we have heard of no serious collapse or extensive damage. A good deal of glass has been broken, covered verandahs and windows &c., have been blown in, a few out-houses have collapsed and many roofs are badly leaking. It is surprising that the damage is not greater. The wind blew in such terrific gusts that it seemed to those within that mer-bricks and mortar could not possibly withstand the hammering the houses received. It was a trying experience for the occupants, few of whom could have had the courage to sleep before four o'clock.

At Mountain Lodge, the summer residence of H.E. the Governor, part of the roof was blown off and considerable damage was done to the stable in the rear. At Mr. Jones Hughes' house "Merion," Mount Austin, the wind blew down a door in the basement and nearly succeeded in lifting out the floor of the room above.

Before the Peak trams could run the line had to be cleared of several tree trunks below the Bowen Road level and the first cars began to run about eight o'clock.

The damage done to trees and shrubs on the Hill is extensive. Several of the fine old trees near the lower Peak tram station and in the Cathedral compound were broken off near the roots by the wind. The road to Headquarter House was blocked completely by fallen trees.

### ALONG THE WATERFRONT.

The Star Ferry wharf was destroyed, and yesterday the Kowloon ferries made use of Blake Pier. This pier was also seriously damaged, the iron stanchions and supports which held up the matched covering being carried away, while in the vicinity of the pier floated unmanned junks and lighters. The damaged piers and floating wreckage between Pedder Street and the Harbour office bore witness to the force and fury of the gale. The Harbour Office, fortunately, withstood all the blasts of the typhoon, the only damage done there being the breaking of a few windows. The upper storeys of this office, however, afforded a splendid point of vantage to witness the gale, and from one of these windows Mr. A. E. Davey, boarding officer, witnessed the storm at its height. He saw junk after junk being helplessly washed into the Praya, and noted that as each vessel made a last bound on to the retaining wall the crews made a leap for the shore, and generally succeeded in landing. It is estimated that twenty junks foundered between the Harbour Office and West Point. The conservancy contractor has been again unfortunate in losing all his junks.

The east end of the city has also its tale of damage and disaster. The breast wall at Arsenal Street has been nearly washed away and fourteen cargo boats and sampans, whose venturesome owners should have been within the refuge at Causeway Bay, were smashed on the Praya wall. A number of police and civilians were present when the occurrence took place, and through their combined efforts fifty of the crew of this mosquito fleet were saved. At the Tang Ta

Tseung Kee Shipbuilding yard a small steamer in course of construction was washed against the Praya wall and badly damaged. It was lifted bodily on to the Praya, but carried back into the water by the waves. In addition to these catastrophes two lighters stranded at East Point, and ten large junks were smashed up between Ship Street and Jardine's Sugar Works. To escape the full force of the gale Police Sergeant Boole entered the Naval Yard camber with the No. 1 police launch. The camber was well filled with launches, but the shelter was not sufficient, in consequence of which much damage was done. As he was taking his launch into this haven a heavy lurch to port sent the sergeant and his crew overboard, and they had to swim for their lives. Happily, they all succeeded in landing safely. Only two bodies have been so far recovered, but the sea has not yet given up its dead, and it is anticipated that the total death toll will not fall far short of 1,000 persons.

#### ON THE HARBOUR.

Through the courtesy of the Hon. Commander Basil Taylor, R.N., Harbour Master, a representative of the *Daily Press* was allowed to tour the harbour with him in the steam launch "Daisy." Starting from the Harbour Office the first object to attract attention was one of Messrs. Butterfield and Swire's lighters which had been lifted bodily on to the Hongkong, Canton and Macao wharf, causing considerable damage to the base of the wharf and completely destroying the shed thereon. The bamboo wharf utilised by the Harbour department had been completely washed away, and floating in the harbour near it was a capsized junk which the Harbour Master had to give instructions to have removed. As the launch proceeded through the harbour numerous quantities of wreckage were passed amongst which floated hats and other wearing apparel indicating probable loss of life.

The first steamer visited was Messrs. Jardine, Matheson and Co.'s s.s. "Lai Sang," which displayed considerable damage on her port bow and quarter. According to the story told by the master, Captain E. J. Tadd, she parted her moorings from No. 3 buoy and dragged. When drifting on to the Hongkong shore he managed to clear, and manoeuvred her out into mid stream. Then she came into collision with some unknown ship, the weather being too hazy to discern anything. After this further manoeuvring was useless, and the anchors were let go. But the loss of 125 fathoms of chain and an anchor left the vessel incapable, and she drifted across to Stonecutters and was washed high and dry on a sandy beach. So close was she washed to the shore, in fact, that it was only necessary to pass a rope ladder over the side to enable the crew to land. The "Lai Sang" was towed safely off yesterday, and is making very little water. Proceeding along the shore of Stonecutters, numerous wrecked junks and other native craft were seen high and dry on the beach, and masts of sunken vessels showed above the water line. Then the order was given to run alongside the s.s. "Pocahontas" which lay aground fore and aft at Stonecutters, with little hope of getting off before the next high tide. Her bow was stove in and considerably bent, and her mate's reply as to how they got there was that "A Jardine boat had gone on top of them." Casting off from the "Pocahontas" and looking towards Chung Hwe Island, we saw hard and fast upon the beach the steamer "Schuilkill," one of the Standard Oil Co's fleet. As we watched, two tugs took her in tow and succeeded in getting her off, but it was observed that she was leaking badly, and as she was towed into the stream her main pumps had to be kept hard at it.

Then the large four-masted barque "Juteopolis" attracted attention. In the distance she looked one of the most forlorn craft on the water, and a nearer inspection of her proved that she had been the greatest sufferer during the typhoon. The after part of the ship was a perfect mass of debris, and only by an inspection of her can one realise what must have been the force of the wind in this latest blow. Her massive iron mizzen mast was doubled up like a piece of wire, and it had snapped off close to the

deck as though it had been so much matchwood. Her enormous spars were split like pine, her davits had snapped like cast iron and her lifeboat on the starboard quarter was smashed to pieces. In fact, the whole after part of the ship was complete chaos, and the skipper and his crew had not escaped in this "tumbling of their house about their ears." When the launch ran alongside the "Juteopolis" yesterday the doctor's flag was flying, and the doctor had just gone aboard to attend to the captain who had received two broken ribs, and to several of the crew who received minor injuries.

Hard behind the sailer floated a large and helpless junk. Her masts had been carried away and her deck was strewn with wreckage, but she had been successful in weathering the storm. Without boats, however, the crew's wants could not be met. After the trying time through which they had passed they were without water, but Commander Taylor came to the rescue. Realising their want he ran the harbour launch alongside, and it was with many expressions of gratitude that the crew accepted the much needed fluid. To the rear of this junk again was another, but she was a total wreck, only her masts showing above water. To the west of the harbour lay the s.s. "Amara" with her port quarter considerably damaged. She had dragged her anchors and fouled a Norwegian steamer, the "Standard." Looked together these two vessels fouled the "Barrow," which was discharging oil at West Point, and the three in close quarters proceeded to drift seaward. Their course, however, was blocked by a quantity of wreckage, but the vessels kept together until after the blow and then returned to their anchorages.

Besides the ships enumerated, others have been driven ashore and more or less seriously damaged. The French river steamer "Charles Hardouin" is ashore on Hunghom Point, the "Aolis" is ashore off Yaumati, the "Hoiching" and the ferry "Morning Star" lie on the beach at Laichikok and the "Persia" lies on the beach in Kowloon Bay. At Mongkoktsui the "Signal," the "Shaoshing" and the P. & O. Co's steam launch "Jeanette" are on the rocks. At the wharf beyond the Wing Lok Street wharf the river steamer "Sun On" foundered and was smashed to pieces. All that was showing of her after the storm yesterday was the funnel and a lifebuoy. It is very gratifying, however, to learn that all the crew escaped. The Hongkong, Canton and Macao Company's s.s. "Sui An" was lying at her wharf just before the typhoon, but while there was time the captain decided to push off behind Stonecutters to a safe anchorage. He was there in good time, and the ship rode the gale through, but the period of the storm was an anxious time for those on board, as a ship which was firing rockets rode close in the rear of the "Sui An," and those on board were afraid that she might drift on to her.

The Douglas steamer "Haitan" was at her usual moorings until about half-past eleven, when Captain Roach deemed it prudent to make for shelter in Kowloon Bay. It was no easy matter to get there against the wind and in a blinding rainstorm, but the steamer reached the Bay without mishap and safely rode out the storm. The lowest reading on the "Haitan" was 29.3.

The "Hygeia" also passed through a trying experience. The roofs were blown away, and the only patient, a European lady, and Sister Gourlay momentarily expected the worst to happen, as the vessel was dragging her anchor. However assistance arrived and the patient was transferred to the Government Civil Hospital.

The South African coolie ship "Cranley" collided with a German steamer, name unknown, during the height of the storm and was so badly damaged, that it was found necessary to dock her. Thirty-six new plates are necessary to make her again seaworthy. The "Katherine Park" dragged her cables across Kowloon Bay, and no doubt would have stranded but for fouling the telegraph cables. Her anchors got entangled with the cables and held her until the storm had ceased. The torpedo boat destroyer "Whiting" is ashore at Lyemooon, but it is expected that she will be safely refloated. At Kowloon Docks eleven launches and three or four junks have

foundered, and numerous lighters belonging to the Cement Works have also gone to the bottom.

Considerable anxiety is felt as to the fate of No. 3 police launch. It was to have left Taipo at 6 o'clock on Monday night but has not been heard of since. Telephonic communication with Taipo has been interrupted, and it is possible the launch may have sought shelter there. The launch was in charge of Sergt. Boulger, who had with him P. C. O'Connor and 14 Chinese. Yesterday afternoon Inspector Langley went out to search for the missing launch, but had to return without having learned anything regarding it. Sergt. Boulger, it will be remembered, rode out the last typhoon.

Captain Eagleton of the s.s. "Bisley," which vessel arrived in port yesterday after a stormy voyage, brought nine survivors from a junk which foundered close to the Ladrone Islands. There were seven men and two women.

#### AT KOWLOON.

Kowloon did not fare so badly yesterday as in the typhoon of 1906, and the damage on land, though considerable, is not so extensive as on the memorable 18th September. The Godown Company had two godowns collapse, and the Admiralty mated sheds were demolished, but the most serious occurrence was the destruction of the married quarters of the 105th Mahrattas on Gun Club Hill. Fortunately no one was injured. The roof of the military married quarters in Austin Road was also damaged, and the Water Police Station had a similar experience. A landslip occurred in Middle Road, the earth falling from Signal Hill, while the police pier was wrecked. A matched at Blackhead's Point was blown down, and most of the roads were temporarily blocked by fallen trees and telephone wires. Last night the Electric Company was unable to supply Kowloon with electric light.

Two godowns sunk outside the police camber with valuable cargoes of tea.

Eight houses in Fuk Sing Lane and three in Portland Street, Yaumati, collapsed during the storm, burying a large number of the inmates. The police rescued about 20, but it is believed that as many more have lost their lives.

Several houses have shared the same fate in Kowloon City, but no casualties have been reported.

The pile drivers engaged on the oil works at Laichikok broke from their moorings and were washed high and dry on the beach.

#### AT THE RAILWAY WORKS.

All the bungalows at the north face railway works, Shatin, with the exception of Assistant Engineer Valpy and Tunnel Superintendent Waite's, have been demolished, also the coolie quarters, the engine sheds, the blacksmith's shed and the hospital. After this general collapse, which resulted in the death of one coolie and the injury of three, nearly all the employees at the north face of the railway had to return to Kowloon or Hongkong.

At Hunghom the trucks have been overturned and in some instances are lying on the top of grounded junks.

#### THE "YINGKING" FOUNDERED.

##### GREAT LOSS OF LIFE.

There can be little doubt that the Canton river steamer "Yinking" has sunk with her three hundred passengers and crew. The brief information to hand was brought by the Hongkong Canton and Macao steamer "Heungshan" yesterday afternoon. This steamer was signalled yesterday by a Customs cruiser at Pillar Point, and informed that only twelve out of the 300 persons on the "Yinking" had been rescued. The survivors the customs boat is bringing to Hongkong.

At Pillar Point the "Yinking" had been lying alongside the s.s. "Fatshan," but must have drifted, as the latter vessel missed her in the storm. Grave doubts are entertained as to the safety of the European passengers

and crew, as it is considered that they would have come on to Hongkong had they been among the survivors on the Customs cruiser.

#### GALLANT BLUEJACKETS.

Prominent among the many brave actions which are always performed in the hour of danger was the feat of a crew from H. M. S. "Astraea." Before the storm had gained its full strength the men on board the cruiser noticed a junk in distress, and with the characteristic readiness of "sons of the sea" a cutter containing twelve rowers and a steersman was promptly lowered. A hard pull of twenty minutes followed before the sailors ran alongside the junk. From it they took six occupants, and the cutter's bow was turned shoreward. But the task was a difficult one, and a hard and continuous pull of three-quarters of an hour was necessary to take them in to the Praya wall. As they approached Douglas Pier a rope was thrown them, and rescued and rescuers were hauled safely ashore—all with the exception of a small Chinese boy who lay senseless at the bottom of the boat. When the lad was missed a bluejacket returned to the cutter and rescued him, and had scarcely been safely landed again when the cutter sank.

#### PERSONAL ACCIDENTS.

In addition to the accident which befel Mr. Hunt at Kingsclere, there are several instances of injuries to people during the storm. Mr. F. Wills, chief engineer of the s.s. "Barra," fell off a wharf at Kennedytown and received injuries to his back. He was taken to the Government Civil Hospital. One of the firemen proceeding to Kingsclere had a narrow escape. A branch of a tree fell on his head but fortunately his helmet saved him from serious injury. P. S. Clark was injured by a falling door and P. S. Devney hurt his hand and foot by falling.

#### SUMMARY.

Vessels lost or damaged:—

- Twelve steamers ashore or damaged.
- One sailing ship seriously damaged.
- Twenty launches sunk or damaged.
- British torpedo boat "Whiting" ashore.
- One water boat sunk.
- One Chinese river patrol boat ashore.
- Morning Star Ferry Boat ashore.
- Eleven lighters sunk or damaged.
- Thirty cargo boats sunk or damaged.
- About 100 junks destroyed.

Drowned—About 1000.

Houses collapsed—About 2.

Most of the wharves damaged.

#### [SECOND DAY'S REPORTS.]

#### HOW THE "YINGKING" WENT DOWN.

"There's nothing to tell," Chief Officer Fergusson of the s.s. "Yingking" told our reporter at the Sailors' Home yesterday when questioned about the wreck. But there was. And the officer who had passed through such a trying time with the passengers and crew on the "Yingking" reluctantly told his story, praising his shipmates for the splendid courage they exhibited, but saying nothing about his own. On Tuesday morning while on the way to Hongkong, said Mr. Fergusson, "we noticed that the glass was falling all the time, and at the last reading it stood at 28.85. We were then between Pillar Point and Castle Peak, where we dropped anchor, and could see that the steamers "Kwang Sai" and "Fai Shan" were at anchor in the vicinity. The gale increased, and a very heavy sea was running. In fact, it was the force of the seas which brought about the wreck of our ship. They battered in her sides, and, pouring over her, put out the engine room fires, so that we were unable to keep her head to the wind. To the last moment the crew did their duty willingly, and then it was every man for himself. It was impossible to lower the boats in such a storm, but lifebelts were supplied to all on board. It was not long before the ship went under in ten fathoms of water, and then those on board parted company." After battling for two hours in the seas Mr. Fergusson was washed up on the rocks in an almost exhausted state. He sat for a time on the beach, and presently heard voices

calling him from the crown of a hill. Looking up, he saw several Chinese beckoning him, and proceeded to climb the hillside. When he reached them they took him to another part of the mainland, and it was there he found the survivors of the wreck, 42 out of a total of 443. He and his comrades in distress were afterwards picked up by a Customs cruiser and brought to Hongkong. As before stated, Mr. Fergusson speaks in the highest terms of the conduct of the ship's crew in the hour of danger, and also says that there was not the slightest panic among the passengers.

#### CAPTAIN AND CHIEF ENGINEER'S SAFE.

News has been wired from the police station at Santin stating that Captain Page, the skipper of the "Yingking," has arrived there safely, and that he is coming on to Hongkong.

On inquiry last night at the office of the owners of the "Yingking" we learned that the Chief Engineer, Mr. Fotheringham, had been taken off Castle Peak by a launch sent in search of Captain Page. The launch had been to Lintan Island whence a wire had come reporting that the Captain was at the police station there. The coxswain, however, did not call at the police station, but returned to Hongkong after touring the shore. Mr. Fotheringham, who was in an exhausted condition, with badly bruised and swollen legs, was removed to hospital.

#### A EUROPEAN BODY RECOVERED.

The body of a European was picked up by the Tung Wa Hospital launch and brought to Hongkong. The body has been identified by the Chief Officer as that of Mr. Newmann, who was formerly Chief Officer of the ill-fated steamer "Yingking" but had been up the river on a health trip and was coming down from Canton as a passenger.

#### THE DAMAGE IN THE HARBOUR.

##### OFFICIAL PRELIMINARY REPORT.

The Harbour Master (the Hon. Commander Basil Taylor, R.N.) makes the following preliminary report:—

##### CAUSEWAY BAY AND WANCHAI:—

- 1 steam waterboat.
- 2 European lighters sunk, no loss of life.
- 5 native cargo boats.

##### SEA FRONT, VICTORIA.

- 1 European lighter sunk off Blake Pier.
- 5 European lighters damaged at Canton Steamboat Pier.
- 2 European lighters sunk at Canton Steamboat Pier.
- 1 European lighter sunk in front of Harbour Office.

Chinese river steamer "Sun On" sunk alongside her wharf.

15 native cargo boats, 5 junks and about 10 sampans sunk.

13 men reported missing to date.

Temporary bamboo wharf in front of Telegraph Office wrecked.

Matched on Queen's Statue and Blake Piers destroyed.

Canton and Macao Steamboat Pier damaged at shore by lighters; outer iron shed destroyed.

Slight damage to several wooden piers.

Standard Oil Co's wharf seriously damaged at shore end.

##### STONECUTTERS' ISLAND:—

1 steam launch, the "Lee Ka," badly ashore.

1 European lighter ashore; no loss of life.

1 motor boat sunk at moorings.

8 junks sunk and damaged; 4 persons reported missing.

2 British steamers, "Lai Sang" and Poochontas" ashore. No loss of life. "Lai Sang" towed off on morning of 28th.

##### CHUNG HUI:—

British s.s. "Schuykils" badly ashore; towed off in morning of 28th. No loss of life.

##### CAPSAIMUN:—

U.S. s.s. "Aqlus" dragged from Yaumati, fouled British s.s. "Taiwan" and "Linan," crew deserting and climbing on board those vessels. Cleared and drifted to Capsaimun where she grounded on N.E. point of Lantau Island. No loss of life.

##### LAICHOK:—

One new steamer (unmanned) ashore on mud, apparently undamaged.

1 steam launch "Kwong Hoi" ashore on mud.

1 ferry, "Morning Star," badly ashore on rocks.

1 European lighter ashore.

14 Native cargo boats and junks sunk and dismantled.

##### MONGKOK:—

Ah King's pile driver boat lost and two men missing.

P. and O. launch "Jeanette," badly ashore on rocks in front of Arnhold, Karberg & Co's premises.

3 Launches ashore on mud at head Yaumati Bay.

1 Launch, "Shun Lee," sunk at wharf.

2 Native cargo boats damaged. No loss of life.

##### YAUMATI:—

1 Chinese river steamer, "Ta Hing," damaged.

1 Steam launch "Tow," sunk at Naval coaling wharf.

2 European lighters damaged.

2 Junks sunk, with masts showing above water. No loss of life.

##### KOWLOON WHARF:—

2 Lighters and 1 junk sunk; 4 persons reported missing.

##### SEA FRONT, KOWLOON:—

3 bamboo piers destroyed.

4 steam launches ashore and 1 steam launch sunk in Hunghom Bay.

3 cargo boats damaged. No loss of life.

##### KOWLOON DOCKS:—

2 steam launches and 3 lighters sunk. No loss of life.

##### KOWLOON BAY:—

British s.s. "Persia" ashore.

1 Steam launch "Ilha de Coloa" ashore.

3 European lighters and 4 junks sunk. No loss of life.

##### LYEEMUN:—

H.M.S. "Whiting" ashore.

1 junk sunk.

##### CASTLE PEAK BAY:—

British river steamer "Yingking" sunk; master, chief engineer and 401 crew and passengers reported missing; mate and 42 passengers and crew saved.

1 coal boat sunk, with 10 persons missing.

##### LAMA ISLAND:—

2 fishing junks and one unlicensed junk sunk; 15 persons missing.

##### LANTAO ISLAND:—

3 junks sunk with 3 persons missing.

4 junks damaged.

##### MIRS BAY:—

No. 3 police launch sunk.

##### OTHER DAMAGE TO VESSELS IN HARBOUR.

"Amara" British steamer. Dragged and lost port anchor and chain; fouled steamships "Standard" and "Barra" damaging both.

"Barra" British steamer. Damaged by "Amara." Lost one man overboard.

"Katherine Park," British steamer. Dragged in Kowloon Bay, brought up in Telegraph cable ground. Fouled cables and dragged shore ends out of cable butt. No damage to ship.

"Cranley," British steamer. Fouled by s.s. "Vandalia" and badly damaged. 23 plates to be renewed.

"Juteopolis," British four-masted barque. Mizzen and jigger masts went by the board, doing considerable deck damage.

"Linan," British steamer. Fouled and damaged by "Aeolus."

"Standard," Norwegian steamer. Fouled by "Amara," very little damage.

"Taiwan," British steamer. Fouled and damaged by "Aeolus."

"Vandalia," U.S. steamer. Fouled "Cranley," and sustained slight damage.

#### SUMMARY.

Man-of-war ashore	1
Ocean steamers ashore	5
do. vessels damaged	13
River steamers sunk	2
do. ashore	2
do. damaged	5
Steam launches sunk	7
Steam launches ashore	7
do. damaged	—
European lighters sunk	10
do. ashore	2
do. damaged	7
Junks, cargo boats, sampans etc. sunk	75
do. ashore	—
do. damaged	16
Persons reported missing—in harbour	21
do. —outside	433

## DAMAGE TO GOVERNMENT PROPERTY.

## HARBOUR OFFICES:—

A few panes of glass broken. Bamboo wharf destroyed.

## STEAM LAUNCHES:—

"Stanley" badly strained by s.s. "Hunan" colliding with her.

"Victoria," damage to stern through collision by another launch.

"Daisy," damage to rail and awning, spars and stanchions, due to other craft colliding with her.

"No. 2 C," hired in lieu of "Lily," under repair. Damage to rail and awnings, stanchions etc., collision by other craft.

"Siby," considerable damage to deck fittings and rails.

## LIGHTHOUSES:—

Cape Colinson, considerable damage to quarters.

Gap Rock and Waglan report by passing steamers all correct so far as lights are concerned. Apparently some damage to quarters etc.

Capsicum, roof badly damaged.

Government Gunpowder Depot. Damage to roof, etc.

Signal Station, Blackhead's Hill. Damage to roof etc.

South Fairway buoy fouled by something. Buoy dragged 300 feet to west. Camp guard bent and light extinguished.

"Hygeia," Starboard side roof demolished.

## EXPERIENCES OF THE RIVER STEAMERS.

## THE "SAN CHEUNG."

The river steamer "San Cheung," which is commanded by Captain McGinty, left Hongkong for Canton at nine o'clock on Monday night. She had an easy passage until about 11.30 when nearly abreast of Tai Shek. Then the weather began to freshen and the gale gradually grew in force, culminating in a hurricane between 4.0 and 5 o'clock on the following morning when the vessel was between Tiger Island and the Chain Rock Light. At 4.30 the reading of the barometer was 29.34, while at five o'clock it stood at 29.36. It was at the latter hour that the typhoon reached its height, the wind then blowing with hurricane force while great green seas lashed over the "San Cheung" and tossed her about in the water like a cork. But her intrepid skipper was not taken unawares on this occasion. He had had ample warning, and when the storm burst on the compact little steamer she was all ship shape. Her bow faced the wind and she was driven into the gale at full speed ahead. "The ship behaved splendidly" was the remark of Captain McGinty yesterday, and this opinion was endorsed by his chief officer, but neither appeared to be over pleased with the behaviour of the Chinese crew during the storm; at least, they had no good word to say on their behalf. During the force of the typhoon part of the ship's rail was carried away, and a few doors were stove in, but the fact that they were prepared for the onslaught of the elements save, further damage to the ship. For her safety, however, and for the safety of the passengers and crew, it was found necessary to jettison a quantity of cargo. About 1,500 bags of flour and 60 bags of sugar went by the board. After an anxious and exciting voyage the "San Cheung" at length arrived safely at Canton, and returned to this port without further mishap. A survey of her, however, proved that she had been strained, and it is now considered advisable to place her in dock.

Speaking about the trip up the river to Canton Captain McGinty stated that at many points those on board could not see land on account of the volume of water which overflowed the paddy fields. The river was ten feet above its ordinary height, and the floods were even greater than those which have earned so much sympathy and assistance for the Cantonese of late. Far inland on the paddy fields the masts of junks were showing, while as Shamoen was approached, wrecked junks and flower boats were to be seen on all parts of the river. As for the city of Canton, he stated that the city has not presented such a wrecked appearance for upwards of thirty years.

## THE "KINSHAN."

The Hongkong, Canton and Macao steamer "Kinshan" arrived at Canton at eight o'clock on Tuesday morning, having ridden the typhoon through in Castle Peak Bay. On arrival there the crew found that the Company's wharf and matshed had been carried away by the storm. There was an exceedingly high tide, the streets of the city were flooded and wrecks on the river were numerous. Passengers by the "Kinshan" had to wait until one in the afternoon before they could get chair coolies to carry them ashore.

## THE "TAI ON."

The West River steamer "Tai On" left Kongsmoon at eight o'clock on Monday evening, and was overtaken by the typhoon on Tuesday afternoon in the Sailan Channel. The vessel steamed successfully against the gale, escaping with the loss of a little covering. The captain reports having seen the s.s. "Tak Hing" near Swallow Light. She was hard and fast on the beach. There was much wreckage on the West River and the "Tai On" passed three sunken launches and upwards of a hundred junks.

## H.M.S. "WHITING."

The torpedo boat destroyer "Whiting" has been more seriously damaged than was at first supposed, one of her sides being completely opened. Her anchors were out, and although she was steaming at eleven knots an hour against the hurricane, she was unable to withstand it.

## GALLANT RESCUES BY THE LAUNCH "VACUUM."

Whilst riding out the storm off Stonecutters on Monday night, under steam and anchor, the coxswain and crew of the steam launch "Vacuum" rescued from a watery grave no less than 28 Chinese from the sunken lighters of the Kowloon Wharf and Godown Company, as they floated past clinging to wreckage, planks, etc. The crews of two other launches anchored close by, were called upon in vain by the "Vacuum" men to come to their decks and stand by to help, and also to avoid damage by collision. They preferred the safety of the cabins, and refused to face the gale above.

The "Vacuum" launch sustained some slight damage to stem, stern and rails; the crew were all very exhausted after their night's experience.

## MORE SURVIVORS.

As the s.s. "Wing Sang" was passing Capsicum, inward bound, yesterday, she rescued three men from a junk. They stated that ten others of their crew were missing. Another native crawled ashore at Green Island in an exhausted condition, and informed the lighthouse staff that he was the sole survivor of a junk's crew of eighteen.

## POLICE LAUNCH SAFE.

The police launch No. 3, about which anxiety was felt, is safe. She returned to Wide Cove before the storm came on, and rode it out safely.

## CLEARING THE DEBRIS.

The Colony is recovering from the effect of the terrible visitation on Tuesday morning. Damaged buildings are being shored up, weakened roofs are being propped up, debris is being cleared away and the thoroughfares are returning to their usual appearance.

The police, as well as the sanitary and public works staffs, have had a busy time. In rescue work on the Praya they played a noble part, and the reports coming to hand redound greatly to their credit. No fewer than 50 persons were saved from wrecked junks between Ship Street and East Point, and other rescues were effected along the water front. Their work at Kingsolere is also worthy of mention. Unable to employ implements, lest one stone forcibly dislodged might bring down the unsupported walls, they used their hands in removing the debris which covered the unfortunate Mr. Hunt, and few of those who took part in the work are able to use their fingers to-day.

The scavenging is proceeding apace, but so much has to be done that it will take several days yet to restore the city to a semblance of its former self. Roads which were blocked are now rendered passable, and it is interesting to note in this connection that it is an ill wind that blows nobody good. The poorer Chinese are making the most of their opportunities and have

collected an abundance of cheap firewood. Efforts are being made to remedy the damage done to telephone wires, and the Electric Lighting Company is doing its best to restore an installation for their consumers.

That the death roll has not been exaggerated is confirmed by the reports which have come in from the outlying districts. Kowloon City suffered from the fury of the elements. Matched were demolished, a matched theatre just erected was razed to the ground and the Police Station buildings showed damaged roofs and verandahs. The wooden jetty was smashed and three junks were dashed to pieces, while a number of others were driven ashore. Several casualties were reported. The most serious event at Yau-mat was the collapse of a number of houses. Twenty-three dead bodies have been recovered, and ten are still missing. Similar collapses took place at Shaukiwan, but there the inmates have escaped with their lives. Six injured people were taken to hospital. On the island of Cheung Chan four houses erected by the Baptist mission of Canton were demolished, and other missionaries from Canton had their houses levelled. Five fishing junks belonging to the island were wrecked, and similar losses are reported from the neighbouring island of Lintin. Aberdeen reports a number of junks driven ashore or lost, and the brick works at Deep Water Bay were damaged, one coolie being killed and five injured. At Causeway Bay the galvanised godowns were destroyed.

## SYMPATHY FROM SIR MATTHEW NATHAN.

A telegram has been received by His Excellency the Governor from Sir Matthew Nathan stating that he has heard with regret of the typhoon and asking that an expression of his sympathy be conveyed to sufferers. This message, we are sure, will be much appreciated.

## ANOTHER TYPHOON

A wire sent from the Manila Observatory at 3.55 yesterday afternoon to the American Consulate, reported that a Cyclone or typhoon was east of southern Luzon, but that the direction it was taking was unknown.

## THE TYPHOON IN CANTON.

(FROM OUR CORRESPONDENT.)

July 28th.

Canton was visited this morning by one of the severest typhoons experienced here within the last 30 years.

After a lull in the evening which lasted till about 2 o'clock this morning, the wind sprang up from the north and by six o'clock it was evident that the typhoon signalled from Hongkong yesterday was well on its way to pay us a visit.

Most of the sampans had made for shelter, and barring the men-of-war in the harbour and two or three steamers the smaller craft had entirely disappeared.

By 7 the full force of the gale was blowing from E.S.E. Wreckage was floating about in all directions brought up by wind and tide, indicating that much damage had already been done lower down the river.

Sampans, junks, and launches that had got adrift came to grief along the walls of the Shamoen and for the most part sank in a few moments.

The three gunboats in harbour the "Vigilante," "Argus" (French) and H.M.S. "Robin" broke away from their moorings and were driven towards the Bund. For a time it looked as if the three were doomed to break up, and but for the timely abatement in the storm and the strenuous efforts of their crews with the co-operation of a few residents who had turned out we would no doubt have had to chronicle their loss.

The damages are slight, all things considered. The two French gunboats have had their port plates above the water-line badly battered in, also losing a davit or two. The H.M.S. "Robin" has likewise suffered and had one or two of her compartments flooded.

The loss of life on the river is considerable. At Tai-sha-tao, where the flower boats are moored over 1,000 persons are reported to have

been drowned. That merry-making place where "John Chinaman" entertains his friends to big "chow chows" is a mass of wreckage. A dozen or more launches are sunk in the vicinity of the ocean steamers' anchorage, and the French Wuchow liner (Tung Kong) also sank in that neighbourhood, 24 passengers and several members of the crew going down in her. Captain Basin was picked up by the steamer "Kwong Sang" close by.

The "Kwong Sang" picked up 76 persons. Many rescues were effected by Shameen residents. Over thirty women and children were picked up as they drifted by. Great praise is due to the Captains, officers and men of the three men-of-war who while engaged in saving their own crafts all lent a helping hand whenever a native was found in distress.

Shameen has suffered a good deal. Many large trees have been blown down, and the Bund by 10 a.m. presented a most pitiful aspect. The Hongkong and Macao steamers arrived between 10 and 12 a.m. having ridden out the storm at the entrance of the river.

The *Chung Ngai San Po* reports that the loss of life in Canton is estimated at about 1,000, and the number of launches, junks and small craft at 500. In the city a good deal of damage was done to house property. Several houses collapsed at Cheungshaw, and there was another big collapse at Suisauki. At Honam several people are reported to have been killed by the fall of a large tree which destroyed a house in its fall. The branch hospital maintained there by the Charitable Institutions collapsed, but the patients had been previously removed. Several people were killed at the Shengwan Temple where a wall was blown down. The walls enclosing the yamens suffered considerable damage. The boat population were in distress and the Charitable Institution came to their relief with food.

A report from Shaubing near Wuchow states that the typhoon reached there at 7 a.m. and destroyed about 80 per cent. of the boats.

#### AT MACAO.

The damage done by the Typhoon at Macao was inconsiderable. The wind about midnight blew with cyclonic force, but beyond damage to trees, matchsheds, and a few roofs there is nothing to record. The matchsheds of the Victoria and Alexandra cinematographs were levelled to the ground. News of the approach of a typhoon was cabled to Macao at noon, and the fact that the Harbour Authorities hoisted no warning signals is a subject of much comment. A few fishing junks have come into port minus their masts.

#### [THIRD DAYS REPORTS.]

The typhoon is still the one great topic of conversation, and with the evidences of the terrible destruction still in view it is not surprising that this should be so. There was little information to hand yesterday, except from the outlying districts, but the reports that came in indicate that our estimate of a death roll of 1,000 is not likely to be beyond the mark. This includes a larger number of Europeans than was at first thought, the loss of the "Yingking" accounting for at least four. There seems little doubt now that Captain Page was not among the survivors, and besides Mr. Newman, whose body was brought to Hongkong on Wednesday, two passengers were drowned. One of these is apparently Mr. E. Paris, who was in charge of the Standard Oil Company's installation at Canton. The work of salvage in the harbour is proceeding.

His Excellency the Governor made a sympathetic reference to the disaster at yesterday's meeting of the Legislative Council.

#### MORE ABOUT THE "YING KING."

The police report from Ping Shan states that at 2 a.m. on the 28th a written message was received from Mr. Fotheringham, engineer on the s.s. "Ying King" asking for assistance. Sergt. Baker and a party of police went to Castle Peak farm and found Mr. Fotheringham, one Indian watchman, and 30 Chinese

passengers and crew. These were apparently all the survivors of the "Ying King." The steamer capsized near Castle Peak and Captain Page and two European passengers from Canton, names unknown, but supposed to be connected with the Imperial Maritime Customs, and about 120 passengers, and 35 to 40 of the crew were reported as missing. Mr. Fotheringham was supplied with clothing, and Mr. Teo Pui Chik, assistant manager at Castle Peak Farm, ministered to the necessities of the shipwrecked people. The beach is being searched for bodies.

The Tung Wa Hospital launch has recovered about 200 bodies.

#### CAPTAIN PAGE'S FATE.

As no information has come to hand concerning Captain Page of the s.s. "Yingking" the worst is feared. The report of his being safe at Santin is probably due to a misapprehension. Mr. Fotheringham, the chief engineer, who was picked up there no doubt being mistaken for the captain.

#### THE FERRY RE-FLOATED.

The "Star" Ferry Company's "Morning Star" was floated off yesterday morning, and has been slipped for repairs.

#### KINGSCLERE.

We learn that the east wing at Kingsclere, the portion affected by the disaster, is quite safe, and that the damage to the property is not so great as was anticipated.

Mr. Hunt, we are informed, is progressing favourably.

#### THE SHIPPING.

H.M.S. "Whiting" is still on the rocks.

The Portuguese steamer "Hoi Ching" was got off by the "David Gillies."

The P. and O. launch "Jeanette" is still under water.

It is expected that the "Poochohantas" will be floated to-day.

The "Schnykill" did not require docking and has left for Manila.

#### NEWS FROM THE DISTRICTS.

Kowloon City.—Three bodies recovered from the harbour. Five junks wrecked.

Cape d'Aguilar.—Five bodies found.

Yau-mati.—Twelve dead bodies recovered from the fallen houses. Forty bodies in all.

Cheung Chau.—Three junks wrecked, 24 missing.

Ping Shan.—Damage to police station building and wreck of "Ying King" reported under another heading.

Shatin.—Police Station damaged. Indian constables are living in the bells. Great hardships, no cooking place.

Ping Chau.—Tents blown down.

Tai O.—Five junks wrecked and three of the crew drowned.

Taipo.—Nine junks, employed by railway, wrecked; and one fishing junk. P. W. D. matchsheds destroyed.

San Tin.—Seventeen houses collapsed. No lives lost.

An Tau.—Very little damage. Several houses collapsed.

Shatan Kok.—Cargo boat wrecked and two persons drowned.

Aberdeen.—Three junks, in addition to the number already reported, wrecked while at anchor in the harbour. Two of the crew missing.

#### ANOTHER TYPHOON SIGNALLED.

The following telegram was received at the American Consulate General last night at 9.20 p.m. "Cyclone or typhoon East of Luzon, less than 300 miles distant: moving N.W. or N.N.W. Cyclone or typhoon over N.E. China Sea, direction unknown."

#### THE TYPHOON AT CANTON.

Our correspondent writes that the City has suffered heavily.

The damage done both by the wind and rain is heavy and unprecedented. Over two hundred houses have collapsed, in some cases with loss of life. The telephone, electric lighting and telegraph lines are down in every street and

the regular service will take a few days to restore. The Electric Light Company with considerable energy have been able to make temporary repairs, and Shameen, in spite of the heavy damage done, was lighted by electricity at about 9.30 p.m. on Wednesday night.

It is dangerous to move about the city just now as walls that have been damaged are coming down now and then with a crash.

A pawnshop collapsed causing much damage. It is said that over 200,000 valuables were stored in it.

The Government launches did good work in the early part of the storm rescuing boats that had got adrift and saving lives.

The Government sent soldiers to give what assistance they could, and the Charitable Institutions distributed free rations of congee and biscuits to the homeless boat people.

Mr. and Mrs. Christensen, of the Canton-Kowloon Railway, who were on their houseboat in a creek near the Sha-Ho, had a thrilling experience and a narrow escape; their houseboat was submerged and they remained in the water for nearly two hours before they were rescued. Mrs. Christensen had several very bad bruises on her face. Great sympathy is felt for Mr. and Mrs. Christensen, who lost everything they had on board.

The three damaged gunboats have taken their usual moorings and will no doubt proceed shortly to Hongkong for repairs.

The s.s. "Kiang Tung" which was reported to be lost, has arrived from Macao.

Another correspondent writes:—"Shortly after the occurrence of the great flood which wrought such immense destruction in Kwangtung, it was reported that the Imperial Astrologer at Peking had predicted that Canton would be visited by a terrible catastrophe during the 7th and 8th moons of this year and that a great many people would perish. The more superstitiously inclined thoroughly believed in the prediction and had copies of it printed and circulated as an 'Express.' Those who read the prediction with a contemptuous smile are now disposed to believe that the Imperial Astrologer is a wise man after all. The natives here say that Canton has not had such a terrible visitation as this for thirty years or more."

#### THE "PETRONIA'S" DAMAGED CARGO.

With reference to the fire which occurred on board the East Asiatic Co's s.s. "Petronia," Messrs. Melchers & Co., the agents, inform us that, according to a telegram received from the Head Office at Copenhagen, all her cargo was so badly damaged, with the exception of machinery, that Surveyors have recommended that same should not be brought forward, but that everything be sold as it lies, or put in the market. If, however, there should be no market at Aden, the damaged cargo to be reshipped to Europe.

#### COMMANDER OF THE R.G.A. AT HONGKONG.

Lieut.-Col. Chanier, C.M.G., who has been appointed to the command of the Royal Garrison Artillery at Hongkong in succession to Colonel Kent, whose tenure recently expired is shortly due here. Lieut.-Col. Chanier has been a gunner officer over 28 years, and was promoted to his present rank in 1907. He served in the South African War, and had the onerous duty of commanding the Royal Artillery during the defence of Kimberley; and he subsequently commanded a mobile column and saw considerable fighting in Cape Colony and Orange River Colony. He was mentioned twice in despatches, and received the Queen's Medal with three clasps, and the King's Medal with two clasps.

News was received in Shanghai last week from Hankow of the death there of Mr. H. E. McCann, who was at one time secretary of the Shanghai Stock Exchange. Mr. McCann had only recently gone to Hankow to take up a position in the Post Office there. Another telegram from Hankow announced the death of Mr. W. E. Blades, manager of Messrs. Weeks & Co. The cause of death in his case was given as cholera.

## NOTES FROM THE NORTH.

[FROM OUR CORRESPONDENT.]

## A TIENTSIN SCANDAL.

A pretty scandal has just come to light here. For some years past the French Concession in Tientsin had had a Municipal Council, whose members were nominated. This Council was composed principally of members or representatives of one hong, and in the matter of municipal contracts of all kinds this hong practically ran the Concession. There grew up a Municipal Purity Party and when at the beginning of this year the municipal elections were made popular, i.e., were put on a basis of vote by ballot and the Councillors elected by the rate-payers on a liberal franchise, the purity party opposed the contracts-monopolising party at the polls. The reformers were beaten at the elections in February, and the Municipal Council went on practically as before so far as municipal contracts were concerned. Several flagrant cases of jobbery occurred, and the facts were placed before the French Minister in Peking who suspended or rather cancelled the membership of the arch-offender. Thereupon the rest of the Council resigned in a body, and a fresh election took place on the 25th June. The party of graft were again returned with a majority.

## NOT PLAYING THE GAME.

Apparently the majority of the electors preferred that these particular men should have the manipulation of municipal contracts. But a singular thing has now been discovered. At the election in February and at the latest election a number of ballot papers went missing. In the room in which the voting took place the Consul and other officials were present to see that the election was properly conducted. But outside and adjacent to this room was another, on a table in which were placed the voters' lists and the ballot papers. At the February election the voting papers provided for the municipal reform party mysteriously disappeared; those for the municipal contracts party were left intact. At the recent election the same thing occurred again, except that, instead of disappearing piecemeal, as at the first election, they were taken practically en bloc.

## THE GUILTY UNPUNISHED.

An official inquiry has been held since the election, and in the course of this it was found that the ballot papers were abstracted by some Chinese attendants who were in the room. These men confessed their guilt, and were punished. They were sent to gaol. But it seemed inconceivable that these ignorant Chinese attendants, although servants of the municipality, should have any personal interest in the municipal politics of foreigners—at any rate such an interest as to lead them to take away ballot papers and destroy them, for it transpired that one lot of some 250 voting papers were taken below into a cellar and there burnt. The Chinese culprits were accordingly interrogated, and stated that they took the papers according to instructions—they were ordered to do so. And by whom? By two highly-placed European servants of the municipality. These officials have not yet been punished. Why? These revelations—which, as I have said, are the result of an official inquiry and are not mere gossip and hearsay—have caused a painful impression in the public mind as to the conduct of municipal business in the French Concession and the abuse to which popular institutions may be put.

## INCENDIARY BURGLARS.

Tientsin householders—and more particularly those who have shut up their houses here and gone away to the seaside—have been much exercised by the operations of a gang of burglars, who seem to be taking advantage of the holiday season. There have been some four burglaries in less than a month in the British Concession alone. These have all taken place on the outskirts of the British Extension. The police so far have been unsuccessful in tracing either the burglars or even the stolen property—mainly silver. They have given it out that they suspect the burglars to be Chinese. But I was talking the other day to a lady who had received a visit from the burglars—and it is assumed that these are the same gang who have operated in the other

cases in the neighbourhood. She was disturbed in the middle of the night by something else and was not thinking of burglars, but while awake happened to hear a noise. Her bedroom window was open and she peeped out into the garden below, where she saw two men trying to open the dining-room window, while a third was patrolling the road, keeping watch. This latter man she saw clearly, and he was a European, and she heard the two others talking in a low tone and is almost certain they were Europeans. This may be nothing very remarkable, but what makes one of the burglaries noteworthy is the fact, that in one of their successful visitations the burglars were not content with robbery but added to their crime the offence of arson. This was at the house of the Postmaster of the Chinese Imperial Post Office, Mr. H. D. Summers. Mr. Summers' family are at Peitaho, and had he been there too his house would probably have been burnt out completely for the burglars on leaving, set the drawing room on fire. Mr. Summers, however, was sleeping in the house. The burglars had not disturbed him, but he was awakened by the suffocating smoke from the room below, and with the assistance of his own and neighbour's servants got the fire out without requiring the services of the Fire Brigade. It was a near touch, however, for the whole drawing-room was in flames and a big hole was burnt in the floor giving access of an unaccustomed kind to the cellar. Burglary alone is bad enough, but burglary-cum-arson is more than 100 per cent worse.

## EUROPEAN COMMITS SUICIDE.

Mr. Charles Collett, manager of the Hongkong branch of the firm of Messrs. Waller and Company, steamship agents, &c., committed suicide sometime on the 23rd inst. in the office of the firm by shooting himself through the heart with a revolver. He was a native of Norway and only 29 years of age. The reasons for this rash act are at present unknown, but it is believed that deceased had financial troubles. His body was removed to the Mortuary on July 24th.

## FIRE IN DES VŒUX ROAD.

There was a big blaze in Des Vœux Road on July 30th when a fire broke out in the Ip On oil and lamp shop, it is said, through the carelessness of a customer who called to purchase some oil. At the time of this customer's call a foki in the shop was repairing a lamp, into which he poured some gasoline. Then he left this to attend the caller, and while he was getting him the supply of oil ordered, the visitor is stated to have accidentally dropped a lighted match into the lamp. Immediately the oil flared up, and the flames, catching on to the surrounding material, quickly spread to that part of the shop in which the gasoline was stored. This burned so fiercely that the firemen, although on the scene in remarkably quick time, were powerless to cope with the conflagration until the oil had burned itself out. It was at about 1.40 p.m. that the fire got a firm hold and within twenty minutes from that time the shop on the ground floor, the store-room above it, and the two floors above that were gutted. The residents of the two upper floors fortunately made their escape through the trap door on the top floor, but at one time it was feared that many would be burnt to death. The fire ladder was run up, and a fireman attempted the ascent, but so dense was the smoke and so fierce the flames which caught on to the top of the ladder, that he had to desist. According to the statement of the master of the shop, he carried a stock which he valued at \$10,000. Insurances had been effected to the extent of \$10,000 with the Nippon and Meiji Insurance Companies.

The question of the appointing of a chief engineer in the French Concession at Shanghai has created some dissension among the members of the French Council. Some of the members were in favour of getting a man out from France, while others wished to appoint an acting chief engineer, to be engaged locally. This finally resulted in the resignation of Mr. Berthoz, Chairman of the Council.

## TAXATION OF SHIPPING.

The Agenda of Thursday's meeting of the Hongkong Legislative Council contained the following resolution which the Hon the Colonial Secretary will move, but it was not proceeded with at this meeting:—

Resolved that on and from the 1st January, 1909, the Owner, Agent or Master of every ship which enters the Waters of the Colony, shall pay the following Dues to such Officer as the Governor may, from time to time, appoint:—

(1) For all River Steamers, which enter the waters of the Colony by day or by night:—  
Five-sixths of a cent per ton register.

(2) All other ships, which enter the Waters of the Colony:—  
Two cents per ton register.

Exemptions:—

British and foreign ships of war.

## SHANGHAI TRADE.

Messrs. Ilbert and Co.'s Piece Goods Market Report is as follows:—

The market still continues quiet, but reports of the crops from the surrounding country and the Yangtze valley generally are favourable, and with the present spell of hot weather, much of the damage supposed to have been done by the late rains is disappearing. Dealers anticipate a revival as soon as confidence in the probability of a good harvest is restored; many of them think that orders are being held back which will be placed before long; it is to be hoped that this more sanguine view is well founded and that a further reduction in stock may take place.

The Chamber of Commerce stocks for 30th June have been published and in many cases prove to be appreciably over the estimate based on the December returns; until all the figures relating to the end of the half year are published by the Customs, it is difficult to account for the differences, but doubtless the latest returns are the safest basis to go upon.

The general impression made by the Returns as a whole is, that while they indicate a welcome reduction on the figures of a year ago, they are still unnecessarily large. For many years the Shanghai trade has become accustomed to look upon heavy stocks as more or less normal, but it is obvious that if the trade as a whole carries stock which is equivalent to the total consumption for an extended period, the loss of interest must neutralize much of the profits made on goods which are quickly turned over. In a great many cases stocks amount to 6 months' consumption of the whole trade, in others to 12 months' consumption and in one or two cases to nearly 2 years' consumption. When demand springs up for some special commodity, the fact that there are heavy stocks of other goods, which are included under the same heading in these Returns, is of course no reason why the speciality in question should not be supplied, but the lesson which recent experience ought to impress deeply upon the trade generally is that buying has been altogether overdone in the past, and that until this is realized and until future operations are regulated in the light of this experience, no permanent improvement need be expected.

Auction sellers it is true do not pile up large stocks; if stocks are heavy and prices unprofitable, they sell, but they do not repent like private sellers, they keep on selling on the same scale as if their hammers brought them in an annuity; the consequence is that when the market is overdone, it gets no chance of recovery, and an artificially forced trade is carried on.

The Committee of the piece goods guild has discussed the question of establishing a register of hongs, recording the names of the partners in each hong, and the extent of their share. A favourable report on the proposed register has been forwarded to the Chinese Chamber of Commerce and if it meets with the approval of that body, the proposal will probably be carried out. In the interests of both Chinese and foreigners it is to be hoped that it will be approved of.

## SUPREME COURT.

Friday, 24th July.

## IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE  
(SIR F. PIGGOTT).

## THE BANK NOTE CASE.

The trial of the two men for uttering a forged bank note was concluded yesterday.

The second defendant said under cross-examination that he would not have passed the note in question, and if any one attempted to pass a forged note to him he would detect it at once. There was a difference in colour between the note produced and a genuine \$100 bill.

Assuming that note passed into your hands you would have been bound to have discovered the forgery?—Yes.

The manager of the shop in which defendants were employed declared they were honest, reliable men.

His Lordship is summing up said that he very rarely criticized the police but it was his duty to point out to the jury that the police had made a mistake in that case. Inspector Ritchie had to do his duty, as all the inspectors had to do, and he thought that the inspector had made a mistake. In such a case where there was undoubtedly conflict and a cross-charge Inspector Ritchie ought not to have acted by himself, but ought to have sent down to the Crown Solicitor for advice. The jury must not weigh in their minds whether Inspector Ritchie was right. That was not the question which was before them, but they had to decide whether the prisoners were guilty or not. He had had very grave doubts as to whether there was any evidence to go before the jury but he had yielded to the persuasive eloquence of the learned Attorney-General that the case had better go before a jury which would be more satisfactory to all parties concerned. The case which had been submitted to them was one of assumption only and they were asked to assume the prisoners guilty.

The jury without retiring returned a verdict of not guilty, and his Lordship discharged the prisoners.

## IN APPELLATE JURISDICTION.

## BEFORE THE FULL COURT.

## RUSSO-CHINESE BANK V. LI YAU SAM.

Judgment was delivered by the Chief Justice (Sir F. Piggott) and his Honour the Acting Puisne Judge (Mr. H. H. J. Gompertz) in the appeal by the Russo-Chinese Bank against the decision in the action Li Yau Sam v. Russo-Chinese Bank on the ground that his Lordship the Chief Justice had misdirected the jury. It will be remembered that the plaintiff gave a large sum of money to the compradore of the defendant bank for telegraphic transfer to Shanghai, and the compradore, instead of handing the money to the bank converted it to his own use. Plaintiff sought to recover from the bank but the latter denied that it had any knowledge of the claim and contended that the transaction was between the plaintiff and the compradore.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Gedge of Messrs Johnson, Stokes, and Master, appeared for the appellants, and Mr. M. Slade, instructed by Mr. Beavis, appeared for the respondents.

The Chief Justice set out the details with great particularity, and in his examination of the relation between the parties, said that everything tended to the fact that Ng San Fook acted throughout as the bank's compradore. Usually the compradore only saw the Chinese customer. There were elaborate precautions to safeguard the bank, but he might remark in passing that there seemed an extraordinary hiatus which left an opening for fraud between the notification of the European staff by the compradore and the receipt of the money. Having dealt with the facts at length, his Lordship said that it seemed impossible to contend that the bank was not liable. The bank put the man there as its agent, it put him in a position to carry out such transactions. Money was handed to him to receive on behalf of the

bank but instead of handing it over to the bank he retained it for his own use. Why this should be called fraud on the customer his Lordship could not understand: it was much more rightly fraud on the bank. His Lordship said there was no case of fraud reported on all fours with this for simplicity, and after a consideration of the law applicable to fraud, he had to decide against the appellants. In conclusion he referred to the practice which was becoming a custom of counsel submitting a series of questions to be put to the jury. He believed this to be wrong, and where questions were put by the judge suggestions might be made to include in these some points omitted. The questions must be framed on the scheme of law on which the summing up was based.

The Puisne Judge delivered judgment at length. In his opinion the judgment should stand with costs.

Mr. Pollock applied for a stay of execution pending an appeal to the Privy Council and suggesting that a sum of money should be deposited as security in some local bank.

Mr. Slade opposed, contending there was no ground for keeping the plaintiff out of his money for the year, two years or whatever period was required to bring the appeal to the ultimate court of appeal.

After discussion it was decided to leave the subject until the motion for leave to appeal came before the Court.

## IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT).

## A QUESTION OF COSTS.

In the jury action Leung Lai Wan and others v. Reuter, Bröckelmann and Co., counsel were invited to attend to briefly discuss the question of costs. Mr. M. W. Slade, instructed by Mr. C. F. Dixon of Messrs. Hastings and Hastings, appeared for the plaintiffs, defendants being represented by the Hon. Mr. H. E. P. Pollock, K.C., and Sir Henry Berkeley, K.C., instructed by Mr. E. P. Lang of Messrs. Deacon, Looker and Deacon.

When the case was called, an interval elapsed without any attempt on the part of counsel to address the court.

His Lordship—Well, is anybody going to move?

Mr. Slade—It is for them.

Sir Henry Berkeley—No, it is for them.

Mr. Slade—I have moved for judgment.

Sir Henry—I am going to move that costs be given to us on those issues on which we have been successful.

His Lordship—That motion was made. I reserved it for consideration.

Sir Henry—You will hear me now, my Lord. His Lordship thought the judgment for trespass carried with it costs, and he did not think any subdivision was necessary.

Sir Henry said there was good cause for depriving the plaintiffs of their costs even on the issue of trespass.

His Lordship disagreed.

Sir Henry Berkeley—Here every single cause of action left to the jury has been found in favour of the defendants.

His Lordship—The view which I take of the attitude of both parties—

Sir Henry Berkeley—For your Lordship's own protection I put it to you that you are not entitled in this case to take any adverse view of defendants' case.

His Lordship—That is on the finding. I have thought it over for three or four days, and I consider on the whole facts that it is not a case in which I should deprive the plaintiffs of costs.

Sir Henry Berkeley—It is impossible we should be satisfied, having won all along the line, to be called upon to pay costs to the men who failed all along the line.

His Lordship—That is a question of tactics, and tactics sometimes lose a general his whole army.

Sir Henry Berkeley—There is a game called German tactics, I believe, but this is by no means that game. My Lord, I will disabuse your mind in one word. It is not necessary for a party to prove in evidence that which the

other party admits, and the fact of the existence of a warrant was admitted by the plaintiffs in their own pleadings.

His Lordship—I won't say you could argue till midnight—

Sir Henry Berkeley—I don't mean to do that. Will you make it short by taking down the three points I submit?

His Lordship—I know them well.

Sir Henry Berkeley—The first point is this: The defendants in this action cannot be made to pay any costs on issues on which they have succeeded. Secondly: The defendants cannot be deprived of receiving those costs, and that such should be paid by plaintiff. Thirdly: That the plaintiffs, though successful on the claim of trespass must in the circumstances pay the costs of the whole action as such was vexatious, and unsupported by evidence according to the finding of the jury. Sir Henry then referred to the typewritten copy of his Lordship's summing up, and remarked that the slip of paper handed in by the jury regarding "tong" names was not a rider.

His Lordship—I think there is some misconception with regard to the judgment I gave on the question of trespass. I do not look on it as technical at all, but as an important question of law, and as carrying the costs of the whole action. There cannot be any doubt as to the course subsequently pursued. The defendants cannot quite realise it at present, but I think if the case should ever go to the Privy Council the course pursued will be found most convenient. With regard to the question of good cause for depriving the plaintiffs of costs. I consider I am bound to look at the whole proceedings, not merely at the plaintiffs' action. And for the present, I may be wrong, but for the present I cannot shut my eyes to the fact of what the jury said. I won't call it a rider, but there may be some question of law turning on that. I give judgment for the plaintiffs in the action. I don't regard the various issues.

Mr. Pollock—We only want to get quite clear what your Lordship means. Assuming your Lordship to have taken an erroneous view with regard to the issues, your Lordship does not propose to deprive the defendants of the costs of the issues?

His Lordship—My first view is this: Supposing I was upset on the question of trespass then it is merely a question of giving you judgment on the whole action. That is clear. I am not quite sure whether any other question arises. I don't see how any other question could arise. Either I am right on the trespass, or I am wrong, in which case you are entitled to judgment.

Mr. Pollock—I want to know clearly whether your Lordship deprives us of costs on the issues?

His Lordship—I don't deprive you because the question does not arise. There will be judgment for plaintiffs with costs, and the application of defendants for costs on the issues is refused.

Monday, July 27th.

## IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT).

## A DISPUTED CONTRACT.

Messrs. George Fenwick and Co. were sued by Ng Wah to recover the sum of \$9,700.72 said to be due under a contract. Mr. M. W. Slade, instructed by Mr. O. D. Thomson, appeared for plaintiff, while defendants were represented by the Hon. Mr. H. E. P. Pollock, K.C., who was instructed by Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Deacon).

The statement of claim showed that on 1st September the defendants entered into a contract in writing with one Ah Ming, alias Tsu Ming, to supply all the material and labour for completing the whole of the carpenter work of two steel stern wheel steamers in accordance with plans and specifications for the sum of \$6,000 each. On October 26th the defendants entered into a contract with Ah Ming to construct and launch complete, according to specifications and drawing, six

wooden lighters for the sum of \$5,200, \$31,200 in all. On March 26th Ah Ming assigned his interest in the contract to the plaintiff. On March 30th the plaintiff entered into a contract with the defendants to complete the work left unfinished by Ah Ming, in accordance with the clauses and conditions of the said contracts, by 1st September and 26th October. Plaintiff completed the work, which was accepted by defendants, but they had not paid him the balance of \$9,700.72.

Defendants contended that the terms of the contracts in question were not sufficiently set out. It was provided and agreed in the contract that the first vessel should be ready for sea by the 31st December, 1906, and the second by 10th January 1907, and that should their completion be delayed by reason of carpenters' work not being finished a penalty of \$25 per day would be payable. It was provided and agreed in the second contract that two out of the six lighters in question should be completed and launched by 26th January, 1907; two more by 26th February; and two more by the 26th March, and that a penalty of \$20 per day for late delivery would be enforced in the case of each lighter. The plaintiff took upon himself all the liabilities that had already accrued, or might thereafter accrue, of Ah Ming to the defendants under the contracts. Defendants admitted receiving the notice of assignment referred to which was contained in a letter dated 23rd March, and written to the defendants by Mr. K. Holmes, as solicitor for the plaintiff. The defendants wrote to Mr. Holmes pointing out that the assignment would not be in any way binding upon them without their assent, and stated that they were prepared to accept the plaintiff as contractor under their said contracts in place of Ah Ming, upon the understanding that the plaintiff accepted all the liabilities of the said Ah Ming, including the heavy penalties for overtime which had been then already incurred. They stated also that the defendants would enforce such penalties against the plaintiff, and that they had informed the plaintiff to that effect. Mr. Holmes wrote a letter in reply accepting on behalf of the plaintiff the burden of all claims of the defendants against Ah Ming under the contracts. Defendants contended that the plaintiff was subject to all the liabilities of the said Ah Ming, including the penalties for overtime which had then become payable. Defendants denied that the sum of \$9,700.72 or any sum was due and owing to the plaintiff. According to the correct statement it appeared that plaintiff was indebted to the defendants in the sum of \$3,268.38.

Mr. Slade stated that one of the issues would be the construction of the contract, and the other the defaults by George Fenwick & Co. As his Lordship would notice from the documents, on March 30th, the date of completion of steamers was already passed. On that date one lighter only had been completed and launched. After the work was completed Fenwick & Co. delivered an account showing what they conceived to be the position between the parties.

Mr. Pollock contended that the position taken up by the defendants was certainly a good position in point of law. The defendants could not be called on to recognise an assignment from Ah Ming to Ng Wah, and the only condition on which they recognised it was that Ng Wah should accept the previous contractor's liabilities for the whole work. It was impossible for the plaintiff to contend, in view of the position he had taken up, that letters written in answer to the notice which expressly formed part of his pleadings, could not be referred to.

Mr. Slade—I never suggested they could not be referred to. I said they could not be read as part of the contract.

Mr. Pollock—We would submit that they can be read as part of the contract, and it is quite obvious from the letter of 25th March from the defendants, that the defendants only consented to the assignment upon the understanding that Ng Wah would be liable for the heavy penalties already incurred.

His Lordship—This is a contract to perform certain work, and that work has not been carried out, therefore the penalty clause has expired. In the letter of the 25th March the intention of Fenwick is perfectly clear, but it has not been carried out.

Mr. Pollock—The penalty clause cannot be said to have expired until all the work has been done.

His Lordship—I don't think I need hear any further argument on the point, so far as the defendants are concerned. I rather sympathise with them because their intention was made perfectly clear. They wanted plaintiff to accept liability. At that moment there was in existence a document by which he did not accept liability at all. We must construe this contract with the other contracts to which it refers. Putting it in the most favourable light possible I cannot see how the penalty condition can possibly be introduced. There is no agreement for taking over existing liabilities, and in spite of section 25 of the Judicature Act I cannot see where there has been an expressed consent to the assignment and substitution of a new contract. I cannot see where any question of liability can come in. Then, so far as the future is concerned, the penalty clause related to the completion of the work at a certain date which date had then expired. I cannot see how it is possible that there is any penalty clause attaching to the present plaintiff. But assuming that I put all the letters together, and all the documents into one copy, I cannot see how the defendants can be successful, for there is the fact that payment of already accrued penalties had been specially arranged for between Ng Wah and Ah Ming. There is very clearly expressed intention, but I think they failed to force it on the plaintiff, and on this point the plaintiff is right. How far that affects the rest of the case I don't know.

Mr. Slade announced later that they had agreed the figures at \$8,936.62 to be the amount owing by defendants to plaintiff, and asked for judgment.

Mr. Pollock—This, of course, must be considered without prejudice to our right to appeal. His Lordship—Yes, you can appeal on the point of law. I will give formal judgment and costs for plaintiffs.

Wednesday, July 29th;

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT  
(CHIEF JUSTICE).

LONG STANDING LITIGATION.

In the action between Li Po Kam and Li Po Yung, plaintiffs, and Li Ling Shi and Li Tsung Pak, defendants, and in the matter of a claim by the Cheong Shing Bank and by Wong Tong to be entitled to the sum of \$1,524.94 paid into Court.

Mr. M. W. Slade, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) appeared for Li Po Kam and Li Po Yung; Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) represented the Cheong Shing Bank and Sir Henry Berkeley, K.C., instructed by Mr. A. Holborow (of Messrs. Deacon, Looker and Deacon) appeared on behalf of Wong Tong.

According to the statement of claim the plaintiffs were judgment creditors, and had obtained judgment against the Yik Loong Wo Kee Bank for the sum of \$27,000, interest thereon and costs on April 11th, 1905, and the judgment still remained wholly unsatisfied. The Lai Hing firm was indebted to the Yik Loong Wo Kee Bank for a sum of over \$200,000. This sum was paid into Court as the property of the Lai Hing firm, and did not form part of the estate of one Lai Sing. Lai Sing was, during his lifetime, a partner in the Lai Sing firm, but such partnership ceased on his death, which took place in the year 1900. The plaintiffs claimed therefore that it might be declared that they were entitled to the sum paid into Court for the purposes of satisfying so far as the sum would extend, their claim as judgment creditors in the action of 1905.

In the statement of defence the defendants denied that the Lai Hing firm was at any material time indebted to the Yik Loong Wo Kee Bank, or that the money paid into Court or any part thereof was the property of the Lai Hing firm. During the lifetime of Lai Sing the accounts of the share of Li Chit in the Lai Hing firm were settled, and at the date of his death he had

no interest in the profits of the firm other than the rents of certain landed property, the whole of which had now been transferred to the persons entitled thereto under his will.

Mr. Slade—I propose to move that whatever the verdict of the jury in this case on any of the issues before them, that neither of the two plaintiffs on the issues can succeed. I am absolutely and entirely indifferent to any verdict the jury choose to give.

Sir Henry Berkeley—Is not this somewhat premature? Must I not open the case before it is possible for your Lordship to know whether I have a case or not?

Mr. Slade—I offered to do this before the jury was sworn to enable them to save the expense of a jury. I do this for the purpose of saving time, because if the case goes to the jury it will take several days, whereas I think the whole matter could be settled in an hour.

Sir Henry Berkeley—If my friend admits all we have stated in our pleadings I don't mind waiving the point.

Mr. Slade—I will admit everything in the statement of claim for the purpose of argument.

His Lordship—That is for Wong Tong. What does the Cheong Shing Bank say?

Mr. Pollock—I am quite agreeable.

Mr. Slade then raised the point that no application had been made to take the matter out of the statute of limitations.

His Lordship—How long is that?

Mr. Slade—Six years, and this is over twelve years.

After discussion the Court came to the conclusion that the case was not a case that would be for a jury. Therefore a juror was withdrawn by consent.

Sir Henry Berkeley then addressed his Lordship, and the hearing was adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING  
PUISNE JUDGE).

CLAIM FOR WASHING SODA.

Li Yan Song, trading under the style of the Kwong On Co. sued Sam Wo and Co. for the return of three casks of soda powder which were, about the 19th June last, wrongfully removed from the godowns of plaintiffs at Mongkok and placed and detained in defendants' godowns. They also claimed \$100 damages for detention.

Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Deacon) appeared for plaintiffs, and Mr. P. Sydenham Dixon for the defendants.

Mr. Atkinson informed the Court that plaintiffs were manufacturers of washing soda, and defendant also manufactured washing soda and soap. On June 19th plaintiffs' godown keeper came to Hongkong from Mongkoktsui after having locked his godown. After his departure a man approached some coolies at the godown and requested them to remove three barrels of soda powder to defendants' godown. On the following morning the occurrence was reported to plaintiffs' godown keeper who informed the police. The police endeavoured to ascertain the name of the man who ordered the removal of the soda, but had been unable to do so. The three barrels of soda, however, were taken possession of by the police, but were released on the application of Mr. Dixon. They were re-arrested, however, on the application of the speaker. The person who removed this soda should be prosecuted to a conviction in the Police Court, but the gentleman had vanished.

Evidence was called, and the case adjourned.

A new regulation has just been issued by the Chinese Judiciary by which every member must now sign a pledge stating that he will refrain from the use of opium. "Chinese Public Opinion," from which we take this extract remarks:—It is essential that the Judiciary of any country should be above reproach, and undoubtedly this action taken by the legal officers of China is a public announcement of their intention to follow the high traditions which the profession has adopted in Europe and lands. It also indicates the genuineness of China's decision to suppress the opium habit and the determination of officials to support the Government in its campaign.

HONGKONG CANTON AND MACAO  
STEAMBOAT COMPANY.

The report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held on Tuesday, the 11th August, is as follows:—

The Directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premia of insurance, repairs and all other charges there remains including \$16,437.01 brought forward from last account, the sum of \$153,905.84 at credit of profit and loss account. From this amount the Directors recommend that a dividend for the half-year of one dollar and twenty-five cents per share or \$100,000 be paid to shareholders, \$10,000 be written off book value of steamers, \$3,600 be written off wharves and properties, \$12,500 be transferred to depreciation and insurance fund, \$10,000 to special repairs fund, leaving a balance of \$17,755.84 to be carried forward to new account.

Additional wharfage facilities being found necessary to cope with our Hongkong-Macao trade, the Company has acquired the valuable site and wharf situated at the junction of Wing Lok Street and Des Vœux Road.

The small steamer "Lung-shan" having been disposed of, the steamer "Hoi-Sang," a vessel very suitable for the Canton-Macao line, was purchased and is now working very satisfactorily on the run.

The regrettable loss of the Company's jointly owned steamer "Powan" occurred on the 8th June. The insurance claims have been forwarded and will be settled in due course.

The usual overhaul and repairs have been effected during the half-year and the steamers are all in good running order.

During the half-year the "Heungsban's" main deck has been sheathed with pine wood, a new rudder has been constructed for the "Kinshan" and a new galvanized iron roofed shed has been erected on the Wing Lok wharf. The cost of these items has been debited to the special repairs fund.

Messrs. A. Haupt, A. Fuchs, and E. Goetz resigned their seats on leaving the Colony and Messrs. G. Friesland, C. Brodersen and W. Helms, were nominated by the Directors to fill the vacancies subject to confirmation by the shareholders at this meeting.

In accordance with the Articles of Association Messrs. C. Chiel and C. H. Ross retire from the Board by rotation, but being eligible, offer themselves for re-election.

The retiring auditors, Messrs. A. O'D. Gourdin and W. H. Potts, offer themselves for re-election.

R. SHEWAN,  
Chairman.

Hongkong, 22nd July, 1903.

1908, June 30th.

LIABILITIES.	\$	c.
Amount of capital, 80,000 shares of \$15 each fully paid up.....	1,200,000.00	
Amount at credit of depreciation and insurance fund .....	575,000.00	
Amount at credit of equalization of dividend fund .....	250,000.00	
Amount at credit of investment fluctuation account .....	\$1,766.85	
Amount at credit of special repairs fund .....	7,655.69	
Unclaimed dividends .....	3,985.00	
Sundry creditors .....	33,017.81	
Hongkong Shanghai Banking Corporation, Current Account.....	39,446.61	
Bills payable .....	29,287.71	
Amount at credit of profit and loss account .....	153,905.84	
	\$2,374,065.51	

ASSETS.	\$	c.
Value of steamer "Honam," "Heungsban," "Sui-An," & "Hoi Sang," 1/4th of "Kinshan" & 1/3rd of "Sai-nam," "Nanning," "Lintan," & "Sanni" .....	1,088,223.48	
" of lighters "Sunlee" and "Wolee" .....	8,000.00	
" of wharves, hulks and moorings .....	141,744.26	
" of properties at Canton, Kongkun and Wuchow .....	130,446.77	
" of spare gear and stores .....	14,913.87	
" furniture .....	1,000.00	
" of share in public companies .....	577,470.00	
" of Chinese bonds .....	693.18	
Loans on mortgage .....	331,000.00	

Interest accrued .....	843.89
Sundry debtors .....	23,198.04
Bills receivable .....	39,961.55
Premia on insurance policies unexpired .....	11,500.37
	\$2,374,065.51

PROFIT AND LOSS ACCOUNT.  
30th June, 1908.

Dr.	\$	c.
To amount paid for repairs to steamers ..	32,539.06	
" directors and auditors' fees .....	4,250.00	
" Balance to be appropriated, viz.:—		
dividend of \$1.25 per share on 80,000 shares .....	\$100,000.00	
be written off book value of steamers .....	10,000.00	
be written off book value of properties and wharves .....	3,650.00	
be carried to depreciation and Insurance fund .....	12,500.00	
be carried forward to special repairs fund .....	10,000.00	
be carried forward to new account .....	17,755.84	
	153,905.84	
	\$190,694.90	

Cr.	\$	c.
By amount brought forward from last account .....	16,437.01	
" net earnings of steamers .....	119,167.53	
" interest on investments .....	32,534.22	
" transfer fees .....	70.50	
" difference between book values and amounts recovered under Insurance policies and by sales respectively of s.s. "Powan" and s.s. "Lungshan" ..	22,485.64	
	\$190,694.90	

## DEPRECIATION AND INSURANCE FUND.

Dr.	\$	c.
To balance .....	575,000.00	
Cr.	\$	c.
By amount at credit .....	550,000.00	
June 30, 1908.		
By amount brought forward from profit and loss account for half year ending 31st December, 1907 .....	25,000.00	
	\$575,000.00	

## EQUALIZATION OF DIVIDEND FUND.

Dr.	\$	c.
To balance .....	250,000.00	
Cr.	\$	c.
By amount at credit .....	250,000.00	
December 31, 1907.		
	250,000.00	

## COMMERCIAL.

## IMPORTS:—

## RICE.

HONGKONG, 1st August:—Large quantities having been shipped by the Charitable institutions, the prices are further declining.

Quotations are:—

Saigon, Ordinary .....	\$5.00	to	\$5.05
" Round, Good quality ..	5.15	to	5.20
" Long .....	5.25	to	5.30
Siam, Field mill cleaned, No. 2 ..	4.80	to	4.85
" Garden, " No. 1 ..	5.20	to	5.25
" White, .....	5.60	to	5.65
" Fine Cargo .....	6.00	to	6.05

## SUGAR.

YOKOHAMA, 15th July.—Prices have been well maintained, with an upward tendency. Importation of Refined is at a standstill, Raw being mostly imported by mills direct.

Kobe, July 16th, 1908.—Beet.—Unchanged. Cane.—Raw.—Java.—After a slight decline prices have risen again to the former level; only small parcels have changed hands. Muscovados Basis Polarization 96 % Colour average 12½ is quoted at Y5.85 to Y5.95 per picul ex ship. Formosa.—Prices have declined owing to supply surpassing demand. Osaka Refined.—The Osaka Refinery held auctions on the 3rd and 13th instants. At the first sale 4,900 Bags were offered, 4,600 Bgs were knocked down at prices showing no change on the previous auction. At the second auction, 3,800 Bags were sold at an advance of 5 Sen, while 600 Bags were withdrawn.

## OPIUM.

HONGKONG, July 31st.

Quotations are:—	
Malwa New .....	\$910 per picul.
Malwa Old .....	\$950 do.
Malwa Older .....	\$980 do.
Malwa Very Old .....	\$1000 do.
Persian Fine Quality .....	\$800 do.
Persian Extra Fine .....	\$870 do.
Patna New .....	\$1077½ per chest.
Patna Old .....	do.
Benares New .....	\$1030 do.
Benares Old .....	\$— do.

Amoy, 25th July.—The imports of opium from the 4th July to the 24th were: Patna, 1 picul; Benares, 156; Persian, 15; Malwa, 2; Szechuan, 27; Yunnan, 21; Kiangsu, nil.

## KEROSINE.

YOKOHAMA, 15th July.—Arrivals and deliveries for the first half of July show Standard Oil Co., arrivals nil; deliveries 39,000 cases. Rising Sun Petroleum Co., arrivals nil; deliveries 24,000 units.

## PIECE GOODS

Messrs. Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai, 23rd July, 1908, states:—Trade Reports of the Yangtze Ports 1907.—Very interesting remarks are to be found in the Kiukiang, Wuhu, Nanking and Chinkiang reports concerning the changes that are going on at each of these Treaty Ports, progress being the main feature with all of them, the last named perhaps being excepted. Changes of route, in consequence of the introduction of railways and steam boats on the inland water ways, are opening up fresh centres and, though in some instances are diverting the trade of one place to the benefit of another, the prospects all look very auspicious. In the Shanghai Report it is noticeable that the only mention of Piece Goods is in the following sentences under the heading "Foreign Trade — Imports — The aggregate value of the foreign imports shows a heavy decrease, of over 32 million in taels, as compared with the record year 1906. Cotton piece goods alone account for 30 millions of this amount, while metals cover 2 millions of the balance." Intense heat has followed the wet spell and seems to have put most of the dealers out of business, for the market is deadly dull. Nobody seems inclined to do anything until something more definite is known as to the results of the recent floods etc. It is thought in some quarters that but little damage will be done to the rice crop, but Cotton must have suffered considerably in the Yangtze Valley. Rice is already nearly double its normal price, which taxes to its utmost the wage earning power of the people. The washing away of bridges on the Peking-Hankow Railway line, near the latter Port, seems to have dislocated business there, and only shows what an important factor to trade the more modern form of transport has so rapidly become. We have been courteously informed by the Traffic Manager that the total quantity of Piece goods carried on the local Railway, from January to May inclusive, was only 7,703.27 piculs, which might roughly be taken as representing 90,000 picul 10 lb. cloth, but no other particulars are given, which makes it impossible to utilise the information in connection with our figures. It is satisfactory to see from the Minutes of a recent Meeting of the Committee of the Chamber of Commerce the subject of the issuing of notes by Native Banks is receiving the earnest attention of that body, as well as of the Foreign Banks and Consular Officials. It appears to be going on quite indiscriminately, without let or hindrance, and will soon become altogether out of hand. The question has already assumed very grave possibilities, if not probabilities. Trade with all our dependencies is very quiet at the moment, though there are not wanting signs that considerable movement may take place in some of the Northern markets in the near future. There is a little going on all the time for Newchwang, and it is more particularly in that direction that developments may be expected, as yet, however, they have not assumed any definite shape. The Corea market is still full of promise and shippers are anticipating that orders will soon be coming for fresh supplies. The Manchester market is not over strong, but still keeps a good five per cent above prices current here for most staple makes. Ordinary

goods are available for fairly early shipment, but the standard makes not until about the end of the year. The price for Mid American Cotton has fluctuated in Liverpool during the interval, going as low as 5.96d. according to telegrams received yesterday, but to-day's wire advises a recovery to 6.08d. The last price for "futures" was 5.58d. when spot was 6.12d. After a slight decline Egyptian has advanced to 7 1/4d. again. Very little news is received of the New York market just now by wire. An offer to buy some 470 yard Shirtings at the quotation of two weeks ago brought a reply that they were 1 1/4d. higher. The Cotton Quotations on that market received during the week are 9.18 cents for October and 9.02 cents for December, while this morning 9.36 cents was received for September option. Holders of Cotton Yarn are very strong in face of the good demand for all spinnings, and the more favourable statistical position. Business has thereby been somewhat curtailed, there being plenty of orders in the market waiting for an opportunity of buying on little better terms. The market is practically bare of native Cotton. The market has seldom been more devoid of reported transactions than it is this week, there being practically nothing doing either from first or second hands in Manchester staple goods. In American a small number of resales of moderate quantities have been made at about last prices, and clearances have not been bad. The Auctions, on the whole, have gone with firmness for both Grey and Whites. Fancy goods are moving perhaps with a little more freedom, fresh goods just arriving meeting with quite prompt clearance, much to the detriment of old cargo, besotted with interest and carrying charges. We are advised of the following sales privately by the Koong Sing Hong that up till quite recently were sold at Auction without reserve, namely, 25 cases Black Italians—Candlestick Tls. 5.37 1/2, Green Butterfly Tls. 5.35, Junk, 4 bars white, Tls. 4.70; 8 Joss colored border, Tls. 5.90, ditto 4 bars white, Tls. 5.60, and 6 cases Black Venetians, Peacock Tls. 0.38 1/2 per yard. At the Auctions Turkey Red and Fast Black Cotton Italians have on the whole realised rather better prices. Woollens have shown firmer prices at the Auctions for all varieties.

## HONGKONG QUOTATIONS.

HONGKONG, 1st August.

The following are the latest quotations in the Hongkong markets:—

Apricot .....	\$15
Borax .....	\$16 to 18
Cassia .....	\$19 1/2
Cloves .....	\$25 to 32
Campbor .....	\$88
Cow Bezoar .....	\$110 to 140
Fennel Seed .....	\$6 to 8
Galangal .....	\$2 to 4 1/2
Grapes .....	\$10 to 13
Kismis .....	\$26
Glue .....	\$26
Olibanum .....	\$2 to 12
Oil Sandalwood .....	\$225 to 375
„ Rosa .....	\$50 to 150
„ Cassia .....	\$24
Raisins .....	\$9
Senna Leaves .....	\$6 to 8
Sandalwood .....	\$32
Saltpetre .....	\$11 to 12

## EXPORTS:—

## TEA.

YOKOHAMA 15th July.—No change to report. Quotations given below only refer to liquor. The leaf of teas quoted as Medium would, in ordinary years, rank as Common. The want of foresight shown in the careless preparation together with the absence of any attempt to improve the output or keep down the rapidly rising prices, can only result in the rapid extinction of the export trade. Total settlements at Yokohama from May 1st to July 14 h amount to 61,558 piculs, against 74,414 piculs at the corresponding date last year.

Quotations:—Common

Good Common.....	
Medium .....	Y 29 to 33
Good Medium.....	33 to 39
Fine .....	None offering
Finest .....	„
Choice .....	„
Choicest .....	„

Shipments of Tea for the current season are as follows: the total quantity includes the export of 8,442,176 lbs. declared at the Shimidzu Customs House between the 1st May and the 30th June.

HANKOW, July 15th.—Business reported since the 2nd inst., is as under:—

	1908.	1907.
Settlements ...	30,657	47,738
Consisting of the following Teas:—		
1-Chests.		per picul
Ningchows.....	4,107 at Tls. 16.00	at 40.00
Kutoans.....	223 „	23.50 „
Oopacks.....	4,130 „	13.50 „
Oonams.....	7,194 „	13.50 „
Oofaas.....	11,229 „	14.90 „
Seang-tams.....	2,015 „	13.50 „
Ichang.....	1,759 „	27.00 „

The following are Statistics at date compared with the corresponding statement of last season, viz, 10th July, 1907:—

	1908.	1907.
HANKOW TEA 1-Chests.		
Settlements ...	466,922	411,187
Stock ...	57,410	18,023

Arrivals ...	524,332	429,210
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	1908.	1907.
KIUKIANG TEA 1-Chests.		
Settlements ...	174,705	175,646
Stock ...	22,752	16,771

Arrivals ...	197,457	192,417
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Comparative Quotations per picul are as under:—

	1908.	1907.
Ningchow Tls.	15.50 at 100.00	Tls. 17.75 at 100.00
Khemuns „	21.00 „	67.00 „
Hohow „	19.00 „	24.50 „
Kutoans „	25.50 „	27.00 „
Wenchow „	19.50 „	21.00 „
Oopack „	13.50 „	26.00 „
Oonam „	13.50 „	28.00 „
Oonfaa „	13.30 „	36.00 „
Seangtam „	12.50 „	18.50 „
Ichang „	27.00 „	65.00 „

Hankow Tea Kiukiang.

The export to 11th instant, as per Customs

Returns stands thus:	
Season 1908-1909...lbs.	6,655,621
„ 1907-1908... „	7,254,972
„ 1906-1907... „	7,020,223

	1908/9	1907/8	1906/7
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	lbs.	lbs.	lbs.
To Great Britain.....	1,452,132	1,967,083	2,363,033
„ U. S. & Canada.....	4,142,075	3,249,419	1,786,430
„ Continent.....	2,196,351	1,768,036	1,434,256
„ Russia via North.....	1,299	8,320	28,948
„ Russia in Europe.....	519,680	3,218,510	3,065,108
„ Shanghai.....	2,100,801	795,695	2,663,803

Direct, 1908,	
U. S. ....	196,864 lbs.
Gr. Britain .....	3,608,000 „
Continent .....	338,101 „
Russia in Europe.....	5,438,132 „
Russia in Asia .....	12,924,805 „
Direct, 1907,	
ss. "C. Ferd Laeisz" .....	40,633 lbs.

## SILK.

YOKOHAMA, July 15th.—After a slight fall in prices at the end of last month the market for raw silk has again advanced. Even more so than in previous years it is the Japanese exporters who are principal buyers and by their manipulations "bulling" the market. The Banks have given notice that on and after the 31st August, 1908, they will no longer accept 6 months France bills; but only 4 months. In consequence of purchases of pierced cocoons for account of native mills the waste silk markets in the interior are excited. Kikai Kibizzo being quoted at yen 100 to yen 110.

The exports of silk from July 1st to 15th are: To Europe 1,069 bales; and to America 3,043.

Habutai.—Prices for Kanazawa do not show much change since the end of last month, though there was a decided temporary advance from the 5th to the 10th July. There has been more enquiry from America for 27 inch goods, but very little from Europe. Prices for Echizen have been gradually advancing since the commencement of the month for all width and qualities, 23 inch having shown the greater increase. American buyers have also interested themselves in 27 inch goods of all descriptions, whilst European Houses have been mostly concerned with 36 inch. The Production of Kawamata is gradually increasing, and prices have shown an upward tendency, especially for 36 inch goods, which have made a decided advance.

## CAMPHOR.

HONGKONG, 1st August.—There has been no market and the price is the same as when last reported. Quotations are \$85.00 to \$88.00.

## JAPANESE MARKET

Kobe, July 16th 1908.—Cotton.—American:—There has been no change of any importance during the past fortnight, prices for "forward" Cotton having fluctuated but slightly. Latest quotation October Middling is given at Y34.20. The absence of speculative sellers is doubtless the cause of small business reported. "Spot" remains quiet. Middling Y32.50. Indian:—Mills having been able to satisfy their requirements from "Spot" cargo, they are now hesitating to commit themselves to any extent in "forward," and in consequence the market is again quiet, quotations remaining steady. "Spot" prices are:—Broach Y27.25; Akola Khamguam Y23.75; Bengal Y22.75. Chinese:—No business is reported owing to lateness of the season. Shippings.—Very little improvement to record. Cotton Goods and Fancies.—Market continues quiet. Worsteds & Woollens.—Demand for Autumn Goods very slack. A few small auctions of old stock have taken place and prices realized were about 20 to 25% under cost. In goods for next S ring a small business has been done. Metals.—Prices have declined some. Pig Iron a little weaker. Tin Plates have advanced on account of scarcity of stock.

## EXPORTS

Tea.—Settlements to date amount to piculs 32,200 against piculs 47,600 to the same date last year. Tea shipment since 30th June: To New York, 513,645 lbs. to Chicago 540,808 lbs. to San Francisco, 31,692 lbs. to Canada 2,400 lbs. Copper.—Practically no business has been done during the last fortnight, except a few lines for India. Stocks are accumulating in the hands of the producers, who are not willing to sell at present rates. Fish Oil.—Prices weaker on account of reports of good catches of Fish. Rice.—Market firm. Cotton Yarn.—The market is a little firmer. Prices have advanced Y2/3 per bale. Vegetable Wax.—Owing to a few small transactions at about Y21.25 refiners have again materially advanced their quotation to a rate which puts business out of the question. Matting.—During the fortnight under review deliveries of all grades have been larger. No change to report in prices, the market closing steady. Straw Braid.—There was more enquiry during the past fortnight, and prices were a little firmer in consequence, the market closing firm with upward tendency. Chip Braid.—Practically no change to report.

Yokohama, 15th July.—Cotton Yarns.—A better demand has appeared for "Gassed," and values have slightly improved. Cotton Piece Goods.—Greys are going into consumption more freely. There are enquiries in the market for Victoria Lawns. Woollens and Woollen Mixtures.—Nothing of interest to report. Wool prices show a slight advance on late rates. Stocks are still practically immovable. Textiles Generally.—The situation is practically the same as last reported. Raw Cotton.—The market remains lifeless. Rice.—Market firm, with an upward tendency. Prices nominally unchanged. Metals.—There is more enquiry, especially for galvanized products and Wire Nails, but little real business is being done, dealers' ideas being considerably below home prices. An improvement is, however, looked for. Window Glass.—Very dull. Flour.—Until the heavy stocks of both local and foreign millings are worked off no improvement is looked for. Wheat.—Owing to the slow deliveries of Flour the importation of grain is practically at a standstill.

## MISCELLANEOUS EXPORTS

Per P. & O. steamer Devanha, sailed on 25th July, 1908:—For Manchester:—75 bales waste silk. For Liverpool:—1 case sugar basins. For Gibraltar:—1 case silk piece goods, 2 cases silks. For St. Chamond:—20 bales raw silk. For Lyons:—500 bales raw silk. For London:—1,478 packages tea, 250 bales waste silk, 20 bales raw silk, 5 cases silk, 2 cases private effects, 7 cases chinaware, 1 case machinery. For Marseilles:—130 bales raw silk, 5 cases silk embroideries, 7 cases feathers.

Hankow, July 15th.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul
Cowhides, Best selected .....	Tls. 30.00
Do. Seconds .....	" 27.00
Buffalo hides, Best selected .....	" 22.50
Goatskins, untanned, chiefly white colour .....	" —
Buffalo Horns, average 3 lbs. each .....	" —
White China Grass, Wuchang and/or Poochi .....	" 9.50
White China Grass, Sinshan and/or Chayu .....	" 8.50
Green China Grass, Szechuen .....	" 7.70
Jute .....	" 3.50
White Vegetable Tallow, Kinchow .....	" 10.10
White Vegetable Tallow, Pingchow and/or Macheng .....	" 10.00
White Vegetable Tallow, Mongyu .....	" 9.50
Green Vegetable Tallow, Kiyu .....	" 9.60
Animal Tallow .....	" 10.20
Gallnuts, usual shape .....	" 15.25
Gallnuts, plum do. ....	" 18.40
Tobacco, Tingchow .....	" —
Tobacco, Wongkong .....	" —
Feathers, grey and/or white Wild Duck .....	" —
Turneric .....	" —
Sesamum Seed .....	" 5.65
Sesamum Seed Oil .....	" —
Wood Oil .....	" 8.50
Tea Oil .....	" —

Per P. & O. str. *Sardinia*, sailed on 29th July, For London:—150 rolls matting, 4 cases basket ware, 50 bales waste silk, 9 cases Chinaware, 2,682 packages tea, 2 cases cigars, 9 packages private effects.

#### HONGKONG SHARE QUOTATIONS.

HONGKONG, 31st July, 1908.—Business during the past week has again been very dull, and there are no important changes or features to report. Bar silver is quoted to-day at 24½ d. and exchange on London at 1/9½ T. T. The T. T. rate on Shanghai closes at 74½.

**BANKS.**—Hongkong and Shanghai have been booked at rates ranging up to \$775, gradually falling away in sympathy with a drop in London to £79, to \$770, at which the market closes steady with probable sellers. Nationals continue in request at \$51.

**MARINE INSURANCES.**—Unions have declined to \$775 sellers, and Cantons are still procurable at \$220. There are buyers of China Traders at \$86½, North Chinas at Tls. 78, and Yangtszes at \$155.

**FIRE INSURANCES.**—Hongkongs continue on offer in a small way at \$315, and Chinas at \$92½ after a small sale at the rate.

**SHIPPING.**—Hongkong, Canton and Macao are procurable at \$29. The half yearly meeting of this Company is advertised for the 11th August at which a dividend of \$1½ per share for the half year will be recommended. Indo-Chinas has been booked at \$57 for the preferred and deferred combined. China and Manilas, and Douglasses, are unchanged and without business. Star Ferries (old) are procurable at \$25½, but the new issue could probably be placed at \$15. Shell Transports (ordinary) are quoted at 43/6 ex dividend, and the preference shares at £10 buyers.

**REFINERIES.**—Quotations are unchanged and we have no business to report.

**MINING.**—Charbonnages can still be placed at \$580, and there are probable buyers of Raubs at \$7, after sales at the rate.

**DOCKS, WHARVES AND GODOWNS.**—Hongkong and Whampoa Docks have firmed up during the interval, and after sales at \$.03, \$104 and \$105, close with probable buyers at the latter rate. Kowloon Wharves, on the announcement of no interim dividend, have weakened, and are procurable at \$47. New Amoy Docks continue on offer at \$9½. Shanghai Docks have been booked at Tls. 83 and Tls. 84, and close with sellers at the higher rate. There are sellers of Shanghai and Hongkew Wharves at the reduced rate of Tls. 197½.

**LANDS, HOTELS AND BUILDINGS.**—Hongkong Lands are easier with sellers at \$94 ex the interim dividend of \$3½ per share on account of 1908, paid on the 29th inst. Kowloon Lands have sellers at \$27, and West Points at \$46 ex the interim dividend of \$2 per share on account of 1908 paid on the 29th instant. Humphreys

Estates have sold and have further sellers at \$10. Hongkong Hotels have further declined, and are now quoted at \$55 sellers.

**COTTON MILLS.**—Quotations are unchanged, and there is no local business to report.

**MISCELLANEOUS.**—China Borneos are easier with sellers at \$10½ after reported sales at \$10½. Cements have been done at rates ranging down from \$10.65 to \$10½, closing with buyers at the latter rate and sellers at \$10½. Electrics have sold and are wanted at the improved rate of \$16½. There are buyers of Ices at \$235, and Dairy Farms at \$19½. China Providents continue in request at \$9½, but no shares appear available even at \$9½. Watsons have been done at \$9½, and Powells at \$5, the latter closing with further sellers.

Quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS
Alhambra	Ps. 200	Nominal
Banks—		
Hongkong & S'hai...	\$125	\$770
National B. of China	28	London 279.
Bell's Asbestos E. A...	12s. 6d.	\$51, buyers
China-Borneo Co...	\$12	\$7½, sellers
China Light & P. Co.	{ \$10 } { \$1 }	\$10½, sellers \$6½, sellers
China Provident	\$10	\$9½, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 63
Hongkong	\$10	\$11
International	Tls. 75	Tls. 67
Laou Kung Mow	Tls. 100	Tls. 85
Soychee	Tls. 500	Tls. 242½
Dairy Farm	\$8	\$19½, sales & b.
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$47, sellers
H. & W. Dock	\$50	\$105, buyers
New Amoy Dock	\$6½	\$9½, sellers
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 84, sales
S'hai & H. Wharf	Tls. 100	Tls. 202½
Fenwick & Co., Geo.	\$25	\$12, sellers
G. Island Cement	\$10	\$10½, sellers
Hongkong & C. Gas	210	\$185
Hongkong Electric	\$10	\$16½, sales & b.
Hongkong Hotel Co.	\$50	\$85, sellers
Hongkong Ice Co.	\$25	\$235, buyers
H. K. Milling Co., Ltd.	\$100	Nominal
Hongkong Rope Co.	\$10	\$24, sellers
Insurances—		
Canton	\$50	\$220, sellers
China Fire	\$20	\$92½, sales & sel.
China Traders	\$25	\$86½, buyers
Hongkong Fire	\$50	\$315, sellers
North China	25	Tls. 78, buyers
Union	\$100	\$775, sellers
Yangtsze	\$60	\$155, buyers
Land and Buildings—		
H'kong Land Invest.	\$100	\$94, x.d.
Humphreys' Estate	\$10	\$10 sales & sel.
Kowloon Land & B.	\$30	\$27, sellers
Shanghai Land	Tls. 50	Tls. 119, x.d.
West Point Building	\$50	\$46, x.d. sa. & sel.
Mining—		
Charbonnages	Fcs. 250	\$580, buyers
Raubs	18/10	\$7
Peak Tramways	{ \$10 } { \$1 }	\$14 \$2, buyers
Philippine Co.	\$10	\$8, sellers
Refineries—		
China Sugar	\$100	\$130, sellers
Luzon Sugar	\$100	\$22
Steamship Companies		
China and Manila	\$25	\$15, sellers
Douglas Steamship	\$50	\$38
H. Canton & M.	\$15	\$29, sellers
Indo-China S. N. Co.	25	\$18 sales \$21, sales
Shell Transport Co.	21	43/6, x. div.
Star Ferry	\$10	\$25½, sellers
Do. New	15	\$15, sales
South China M. Post.	\$25	\$23
Steam Laundry Co.	55	\$5½
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$10½, sellers
Powell & Co., Wm.	\$10	\$5, sellers
Watkins	\$10	\$3
Watson & Co., A. S.	\$10	\$9½, sales
Wiesmann Ltd.	\$100	\$150, buyers
United Asbestos	\$4	\$13, buyers
Do. Founders	\$10	\$240, buyers
Union Waterboat Co.	\$10	\$10½

VERNON & SMYTH, Brokers.

#### SHANGHAI SHARE QUOTATIONS.

23rd July, 1908.

COMPANY.	PAID UP.	QUOTATION.
Banks:—		
Hongkong & S'hai...	\$125	\$775, sales
National of China...	28	\$51, buyers
Russo-Chinese	{ R187½ } { T125 }	Tls. 175, sellers
Insurance:—		
Union Society C'ton	\$100	\$790, sellers
North-China	25	Tls. 77½, buyers
Yangtze Assocn.	\$60	\$162½, buyers
Canton	\$50	\$225, sellers
Hongkong Fire	\$50	\$121½, buyers
China Fire	\$20	\$92, buyers
Shipping:—		
Indo-China { pref. } { def. }	210	Tls. 29½, buyers Tls. 14½, buyers
Shell Trans. { ord. }	21	\$25.0, sellers
& Trading { pref. }	10	\$29.10, sellers
S'hai Tug & { ord. }	T50	Tls. 49, sales
Lighter ... { pref. }	T50	Tls. 52, buyers
Taku Tug & Lighter	T50	Tls. 48, buyers
Kochien Transportation & Tow Boat	T50	Tls. 50, sellers
Docks & Wharves:—		
S'hai Dock & Eng...	T100	Tls. 83½, buyers
H. & W. Dock	\$50	\$104, sellers
S. & H'kew Wharf...	T100	Tls. 202½, sellers
H. K'loon W. & G...	\$50	\$47½, sellers
Yangtze	T100	Tls. 217½, sellers
Sugar Companies:—		
Perak Cultivation...	T50	Tls. 95, sellers
China Refining	\$100	\$132½, sellers
Mining:—		
Raub Australian	{ 21 } { 18/10 }	\$8, sellers \$15½, buyers
Chinese Eng. & Min.	21	
Lands:—		
S'hai Investment...	T50	Tls. 118, ex div.
H'kong Investment	\$100	\$99, sellers
Humphreys' Estate	\$10	\$104, sellers
Weihaiwei	T25	\$9, sellers
China	T50	Tls. 50, sellers
Anglo-French	T100	Tls. 101, sellers
Cotton:—		
Ewo	T50	Tls. 63½, buyers
International	T75	Tls. 67½, sellers
Laou Kung Mow	T100	Tls. 85, sellers
Soy Chee	T500	Tls. 242½, sellers
H'kong C. S. W. D.	\$10	\$9, buyers
Industrial:—		
Shanghai Gas	T50	Tls. 116, buyers
Major Brothers	T50	Tls. 53, sales
Shanghai Ice	T25	Tls. 14, sellers
China Flour Mill	T50	Tls. 53, sellers
S'hai Pulp & Paper	T100	Tls. 48, buyers
Green Is. Cement	\$10	\$104, sellers
Maatschappij, &c., in Langkat	Gs. 100	Tls. 525½, sales
Shanghai - Sumatra Tobacco	T20	Tls. 92, sales
S'hai Waterworks	220	Tls. 400, sellers
Anglo-Ger. Brewery	100	\$85, buyers
A. Butler Cement, Tile Works	50	\$35, sellers
Kalumpung Rubber	50	Tls. 55, sellers
Eastern Fibre	10	nominal
Shanghai Electric Construction	210	\$10, buyers
Miscellaneous:—		
Hall & Holtz	\$20	\$19, buyers
A. Llewellyn	\$60	\$48, buyers
A. S. Watson & Co.	\$10	\$11½, sellers
Central Ordinary	\$15	\$12, sellers
Central Founders	\$15	\$400, buyers
S. Montrie & Co.	\$50	\$47, sellers
Weeks & Co.	\$20	\$21½, buyers
Astor House Hotel	\$25	\$19, sellers
Hongkong Hotel	\$50	\$98, sellers
Hotel des Colonies	T12.50	Tls. 7½, sellers
Tsingtao Hotel	\$100	nominal
Lane, Crawford & Co.	100	\$150, sellers
Dunning & Co.	50	\$47½, sellers
S'hai Horse Bazaar	T50	Tls. 45, sellers
S'hai Mercury	T50	Tls. 50, sellers
S'hai Mutual Tele.	T50	Tls. 57, buyers
China Im. & Ex. Lumber	T100	Tls. 85, sellers
Shanghai Electric & Asbestos	\$25	\$23, sellers
Dallas Horse Repository	T50	Tls. 25, sellers
China Printing Co.	T50	Tls. 50, sellers

J. P. BISSET & Co.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending 23rd July, states:—Business has been fairly active since our last issue and we have to report a rise of Tls. 20 in Maatschappij, &c., in Langkat shares, while another stock that has been freely dealt in is the Shanghai and Hongkew Wharves Co. which shows a decline of Tls. 5. Shanghai Dock and Engineering Co. have come in for some attention and have improved some six points. The T. T. rate on London to-day is 2/4. Banks.—Hongkong and Shanghai Banks. Some transactions have taken place at \$775 for cash. Industrial.—North-Chinas are wanted at Tls. 77. Yangtze Insurance. There are buyers at \$162½. Shipping.—Shanghai Tug and Lighter Ordinary shares. A steady demand for these has carried the rate to Tls. 49. Docks and Wharves.—Shanghai Dock and Engineering Co., Ltd. The market opened quiet at Tls. 79, but a strong demand for cash shares carried the price to Tls. 81. Very few shares, however, were obtainable and rates quickly improved to Tls. 85. An unreported sale yesterday was made at Tls. 86 and the market closes steady. Shanghai and Hongkew Wharf Co. Business commenced this last week with sales at Tls. 212½ for cash. September shares being in demand at Tls. 215. The market, however, quickly weakened, a fair number of shares coming out for sale, and at closing we quote the cash rate at Tls. 205 nominal with sellers for September at Tls. 208½; we hear of a large lot of shares for December on offer at about 205/6. Sugar Companies.—No business reported. Mining.—No business reported. Lands.—Shanghai Lands. The interim dividend of Tls. 3 having been paid this week shares are now quoted at Tls. 119 ex dividend at which rate there are sellers. Anglo-French Lands have been dealt in at Tls. 101, closing with a few sellers of small lots. Industrial.—Ewo Cottons. There has been a considerable demand for these. The cash rate at closing is Tls. 63 buyers with sellers for October at Tls. 65. Shanghai Gas have changed hands at Tls. 116 to 118½. Major Bros. A transaction is reported at Tls. 53 for cash. Maatschappij, &c., in Langkats have been in great favour all the week, and have steadily advanced from Tls. 525 cash to Tls. 545 and there are buyers for September at the close at Tls. 555, possibly a little better. A sale for December has taken place at Tls. 570. Shanghai Sumatras. A sale took place on the 21st for July at Tls. 92. Shares are wanted now at Tls. 93 cash. Miscellaneous.—There is nothing particular to report. The various rates for shares under this heading are as appended below. Loans and Debentures.—These are still in good demand at rates as below.

## EXCHANGE.

HONGKONG, August 1st.

ON LONDON.—	
Telegraphic Transfer .....	1/9½
Bank Bills, on demand .....	1/9½
Bank Bills, at 30 days' sight .....	1/9½
Bank Bills at 4 months' sight .....	1/9½
Credits, at 4 months' sight .....	1/9½
Documentary Bills, 4 months' sight .....	1/9½
ON PARIS.—	
Bank Bills, on demand .....	225
Credits 4 months' sight .....	229½
ON GERMANY.—	
On demand .....	182½
ON NEW YORK.—	
Bank Bills, on demand .....	43½
Credits, 60 days' sight .....	44½
ON BOMBAY.—	
Telegraphic Transfer .....	135
Bank, on demand .....	135½
ON CALCUT A.—Telegraphic Transfer .....	
Bank on demand .....	135½
ON SHANGHAI.—Bank, at sight .....	
Private, 30 days' sight .....	74½
ON YOKOHAMA.—On demand .....	
On demand .....	87½
ON MANILA.—On demand .....	
On demand .....	88
ON SINGAPORE.—On demand .....	
On demand .....	77
ON BATAVIA.—On demand .....	
On demand .....	107½
ON HAIPHONG.—On demand .....	
On demand .....	9½ p.c. pm
ON SAIGON.—On demand .....	
On demand .....	9½ p.c. pm
ON BANGKOK.—On demand .....	
On demand .....	84½
SWEDISHS, Bank's Buying Rate .....	\$11.00
GOLD LEAF 100 fine, per tola .....	\$57.80
BAR SILVER per oz .....	24½

## SUBSIDIARY COINS.

		per cent.
Chinese	20 cents pieces...	\$8.61 discount.
"	10 " " .....	9.30 "
Hongkong	20 " " .....	8.65 "
"	10 " " .....	8.70 "

## FREIGHTS.

From Hankow per Conference Steamers.—To London and Northern Continental ports 45/- per ton of 40 c. ft. plus river freight. To Genoa, Marseilles or Havre 45/- per ton of 40 c. ft. plus river freight. To New York (via Suez) General Cargo 30/- per ton of 40 c. ft. plus river freight. To New York (via Suez), Tea 37/6 per ton of 40 c. ft. plus river freight. To New York (Overland) per carload; Tea G. \$1½ cents per lb gross; less than carload Tea G. \$1½ cents per lb gross plus river freight. To Shanghai.—Tea and General Cargo, Tls. 1.60 to 1.80 per ton, weight or measurement.

## SHIPPING.

## ARRIVALS AND DEPARTURES SINCE LAST MAIL.

July—	
23, Mandasan M., Jap. str., from Kuchinotsu.	
23, Nippon, Austrian str., from Shanghai.	
24, Barra, British str., from New York.	
24, Dakota, British str., from San Francisco.	
24, Devanha, British str., from Yokohama.	
24, E. of China, British str., from Vancouver.	
24, Fausang, British str., from Shimoneeki.	
24, Fintshire, British str., from London.	
24, Hupeh, British str., from Haiphong.	
24, Istria, German str., from Yokohama.	
24, Kaifong, British str., from Iloilo.	
24, Knivsberg, German str., from K. C. Wan.	
24, Kwangtab, Chinese str., from Shanghai.	
24, Kwongsang, British str., from Shanghai.	
24, Manche, French str., from Saigon.	
24, Nanchang, British str., from Newchwang.	
24, Tean, British str., from Manila.	
24, Vandalia, German str., from Saigon.	
25, Anna, Norwegian str., from Otaru.	
25, Bujun Maru, Japanese str., from Swatow.	
25, Eastern, British str., from Australia.	
25, Laertes, British str., from Saigon.	
25, Ningpo, British str., from Newchwang.	
25, Schuykill, British str., from Shanghai.	
25, Shantung, British str., from Java.	
25, Taikosan M., Jap. str., from Kuchinotsu.	
25, Yatorofu Maru, Japanese str., from Moji.	
26, Agamemnon, British str., from Shanghai.	
26, Gregory Apcar, British str., from Moji.	
26, Haitan, British str., from Coast Ports.	
26, Hangehow, British str., from Chinkiang.	
26, Kobsichang, German str., from Bangkok.	
26, Pongtong, German str., from Bangkok.	
26, Taishun, Chinese str., from Shanghai.	
26, Triumph, German str., from Haiphong.	
27, Chibbi, British str., from Haiphong.	
27, Mongolia, Am. str., from San Francisco.	
27, P. R. Luitpold, Ger. str., from Hamburg.	
27, Rubi, British str., from Manila.	
27, Taiyuan, British str., from Sydney.	
28, Bisley, British str., from New York.	
28, Borneo, German str., from Sandakan.	
28, C. Ferd. Laeisz, Ger. str., from Hankow.	
28, Hanoi, French str., from Haiphong.	
28, Itaka, German str., from Chinkiang.	
28, Michael Jebben, Ger. str., from Salina Cruz.	
28, Prinz Ludwig, Ger. str., from Yokohama.	
28, Slavonia, German str., from Singapore.	
28, Tjikini, Dutch str., from Macassar.	
28, Wongkoi, German str., from Bangkok.	
28, Yochow, British str., from Shanghai.	
29, Arratoon Apcar, Brit. str., from Calcutta.	
29, Choyang, British str., from Shanghai.	
29, Glenstrae, British str., from London.	
29, Haimun, British str., from Coast Ports.	
29, Kwanglee, Chinese str., from Shanghai.	
29, Loongsang, British str., from Manila.	
29, Nerite, Dutch str., from Port Bukom.	
29, Nyanza, British str., from Singapore.	
29, Sardinia, British str., from Yokohama.	
29, Singan, British str., from Haiphong.	
29, Sungkiang, British str., from Iloilo.	
29, Suverio, British str., from Manila.	
29, Telemachus, British str., from Shanghai.	
29, Yedo Maru, Japanese str., from Moji.	
30, Amigo, German str., from Haiphong.	
30, Bellerophon, British str., from Liverpool.	
30, Chunsang, British str., from Probolinggo.	
30, Daijin Maru, Japanese str., from Tamsui.	
30, Inveran, British str., from Newcastle.	
30, Loosok, German str., from Bangkok.	
30, Moyori Maru, Jap. str., from Singapore.	
30, Solstad, Norwegian str., from Haiphong.	
31, Apbrodite, British str., from Maroran.	
31, Glenfarg, British str., from Sourabaya.	
31, Hailan, French str., from Hoihow.	
31, Kiangping, Chinese str., from Chinkiang.	
31, Mandal, Norwegian str., from Borneo.	
31, Quinta, German str., from Saigon.	
31, Taming, British str., from Manila.	

## July—

## DEPARTURES.

24, Awa Maru, Japanese str., for Kobe.	
24, Bessie Dollar, British str., for Moji.	
24, Bourbon, French str., for Saigon.	
24, Haiching, British str., for Coast Ports.	
24, Hongkong M., Jap. str., for San Francisco.	
24, Looksun, German str., for Swatow.	
24, Wosang, British str., for Swatow.	
24, Yuensang, British str., for Manila.	
25, Carl Diederichsen, Ger. str., for Hoihow.	
25, Chiynen, Chinese str., for Shanghai.	
25, Devanha, British str., for Europe, &c.	
25, E. of China, British str., for Vancouver.	
25, Helene, German str., for Hoihow.	
25, Hongkong, French str., for Hoihow.	
25, Istria, German str., for Singapore.	
25, Kwangse, British str., for Amoy.	
25, Knivsberg, German str., for K. C. Wan.	
25, Namsang, British str., for Singapore.	
25, Paklat, German str., for Bangkok.	
25, Silvia, German str., for Shanghai.	
25, Zifiro, British str., for Manila.	
26, Anchenarden, British str., for Newcastle.	
26, Childar, Norwegian str., for Saigon.	
26, Chupshing, British str., for Swatow.	
26, Flintshire, British str., for Shanghai.	
26, Joshin Maru, Japanese str., for Swatow.	
26, Mandasan M., Jap. str., for Kuchinotsu.	
26, Prinz Sigismund, Ger. str., for Yokohama.	
26, R. j. buri, German str., for Swatow.	
26, Samsen, German str., for Swatow.	
27, Nippon, Austrian str., for Singapore.	
27, Shaohsing, British str., for Ningpo.	
28, Childar, Norwegian str., for Saigon.	
28, Hupeh, British str., for Hoihow.	
28, Signal, German str., for Hoihow.	
28, Taikosan Maru, Jap. str., for Kuchinotsu.	
29, Haitan, British str., for Coast Ports.	
29, Ichang, British str., for Swatow.	
29, Prinz Ludwig, Ger. str., for Europe, &c.	
29, P. R. Luitpold, Ger. str., for Shanghai.	
29, Schuykill, British str., for Manila.	
29, Tean, British str., for Manila.	
30, Agamemnon, British str., for Singapore.	
30, Bujun Maru, Japanese str., for Swatow.	
30, Eastern, British str., for Moji.	
30, Kwangtab, Chinese str., for Shanghai.	
30, Kwongsang, British str., for Swatow.	
30, Linan, British str., for Kobe.	
30, Sardinia, British str., for Singapore.	
30, Shansi, British str., for Amoy.	
30, Tjikini, Dutch str., for Yokohama.	
30, Triumph, German str., for Hoihow.	
30, Wingsang, British str., for Shanghai.	
30, Yatorofu Maru, Jap. str., for Singapore.	
31, Bangkok, German str., for Bangkok.	
31, Bisley, British str., for Swatow.	
31, C. Ferd. Laeisz, Ger. str., for Singapore.	
31, Fausang, British str., for Saigon.	
31, Glenstrae, British str., for Haiphong.	
31, Haimun, British str., for Coast Ports.	
31, Hanoi, French str., for K. C. Wan.	
31, Kaifong, British str., for Hoihow.	
31, Loongsang, British str., for Manila.	
31, Mausang, British str., for Sandakan.	
31, Moyori Maru, Jap. str., for Shanghai.	
31, Numantio, Ger. str., for Portland.	
31, Nyanza, British str., for Shanghai.	
31, Slavonia, German str., for Shanghai.	
31, Tjibodaa, Dutch str., for Batavia.	

## PASSENGERS.

## ARRIVED.

Per Nyanza, for Hongkong, from London, Mr and Mrs Bowen, Mr and Mrs Sulton, Col. and Mrs Chamier, 2 children and maid, Mrs Boulton and 2 children, Dr. H. G. Hobson, Messrs. A. E. Martin, C. H. Foley and B. P. Phillips; from Malta, Mr Boulter; for Shanghai, from London, Miss Walker, Messrs. D. M. Whomand, Char. Burnie, Paterson, Todd and Robson; for Yokohama, from Marseilles, Mr F. H. Landsberg and servant.

## DEPARTED.

Per Zafiro, for Manila, Mr and Mrs H. Abegr, Mr and Mrs H. B. Knowles, Mr and Mrs F. L. Kimball, Rev. and Mrs R. H. Brown and child, Mrs H. Ayton and 2 children, Mrs G. B. Kimball, Mrs V. E. Gordan, Miss R. F. Kimball, Messrs. A. Punter, G. P. Watt, W. M. Guedel, J. C. Dow, J. W. Clime, L. D. Atkins, Andrew Kimball, J. R. Cook, H. N. Hill, T. Mayer and F. Black.

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